

Prices and Prospects.

COKE TRADE CONDITIONS VERY UNSATISFACTORY IN PAST WEEK

Supply Poor and Furnaces Have Great Difficulty Getting Shipments.

WEST STILL QUOTABLE at the Government Price of \$6 a Ton, Although There Are Rumors of Sales at Figures Beyond This Legal Limit.

Special to The Weekly Courier

PITTSBURGH, Nov. 21.—The Fuel Administration has set prices for by-product coke, \$6.00 for furnace, \$2.00 for foundry and \$6.50 for crushed, or 1-inch size. The furnace and foundry coke prices conform to those already fixed for beehive coke, while a price for by-product crushed coke set at 80 cents less than beehive used coke, which is \$7.30.

Conditions in the coke market have been extremely unsatisfactory in the past week, on account of very poor supplies, and railroad congestion generally. Car supplies last week were very decidedly below the average of recent weeks, and this week conditions are no better, if indeed they are not worse. The Monongahela division is almost completely blocked, while there is coke on track it is being moved, while a very few cars are being furnished.

Conditions as to the receipt of coke are fully as bad as conditions as to a shipment. The blast furnaces use a great deal of coke en route to smelt but have the greatest difficulty securing its movement and a great many are busy personally contacting shippers. Thus far few railroads have had to bank but if conditions continue much longer there will be wholesale banking.

Last week the Fuel Administration issued the coke operators to ship first furnace coke in preference to foundry coke, in open top cars. Shipment of foundry coke in box cars is desirable, but the difficulty is to cure the box cars. Since the production of foundry coke is total coke output is small, in the neighborhood of one ton in ten, the diversion of gondolas from foundry coke to furnace coke cannot have much effect in increasing the supply of furnace coke. The blast furnaces that make foundry coke are not particularly enthusiastic over the order, because it results in curtailment in foundry consumption, and that is not the object of the description desired.

There has been scarcely any coke sales done in the open market, as there is rarely any coke available for sale. While there are rumors of coke being sold over the government price, such sales would quite generally be regarded as strictly illegal, and the market is quotable at the government prices, as follows:

Foundry coke	\$6.00
Crushed coke	\$6.50
Product, crushed	\$7.30

The local coke situation is very unsatisfactory. Production in the Pittsburgh district has been considerably curtailed in the past week owing to a shortage of motive power in congested on sidings and in yards. Lake shipments are much curtailed now, as the season is nearly over, but the curtailment has proceeded no improvement in the situation as to line shipments. The steel mills in the Youngstown district have been receiving somewhat more coal the past week than formerly, chiefly through the influence of priority orders and personally conducted shipments. An interesting fact is that shipments to the government price on all has largely disappeared among operators. They express quite an eagerness to sell at the fixed price, the buyer will look after the transportation. The market is quotable at \$20 for slack, \$24.50 for mine-run and \$27.50 for screened coal, subject to 15 cents additional when the sale is made by a broker. In the case of coke the government does not allow brokerage to be added.

The pig iron market is quieter this week. There is still quite a volume inquiry but the furnaces have very little iron to offer and are holding off iron for pressing requirements regular customers. Government price limits are being adhered to, but furnaces being absolutely imposed to sell at a cent over or under the set prices, which are as follows:

Seemer	\$28.50
510	\$32.00
520	\$32.00
530	\$32.00
540	\$32.00

These prices are for a 60 lb. Valley race, prices delivered Pittsburgh higher by the 55 cents freight.

No More For Coke.

WASHINGTON, Nov. 21.—Coke prices fixed by the fuel administration will not be changed, it was announced today, unless producers establish beyond question that their cost production justifies alteration. If changes in prices are sought, the applicants will be required to make a schedule of their costs in a manner approved by the federal trade commission.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING NOV. 17, 1917.	WEEK ENDING NOV. 10, 1917.
DISTRICT.	Ovens. In. Out. Tons.	Ovens. In. Out. Tons.
Connellsville	20,445 17,927 2,518 164,500	20,445 17,927 2,518 164,500
Lower Connellsville	17,446 15,461 2,184 141,730	17,446 15,461 2,184 141,730
Totals	38,090 33,388 4,702 306,230	38,090 33,388 4,702 306,230
FURNACE OVENS.	17,038 15,278 1,760 139,770	17,038 15,278 1,760 139,770
Lower Connellsville	5,926 4,808 930 41,100	5,926 4,808 930 41,100
Totals	22,964 20,174 2,690 180,870	22,964 20,174 2,690 180,870
MERCHANT OVENS.	3,407 2,649 758 24,730	3,407 2,649 758 24,730
Lower Connellsville	71,197 10,545 1,845 97,640	71,197 10,545 1,845 97,640
Totals	15,226 13,214 2,012 122,370	15,226 13,214 2,012 122,370
SHIPMENTS.	WEEK ENDING NOV. 17, 1917.	WEEK ENDING NOV. 10, 1917.
To Pittsburgh	3,392 Cars. 99,250 Tons.	3,392 Cars. 99,250 Tons.
To Point West of Pittsburgh	4,025 Cars. 128,821 Tons.	4,025 Cars. 128,821 Tons.
To Points East of the Region	1,526 Cars. 51,549 Tons.	1,526 Cars. 51,549 Tons.
Totals	8,943 Cars. 279,620 Tons.	8,943 Cars. 279,620 Tons.

THE OPERATORS AND RAILROAD MEN OF THE CONNELLVILLE REGION NOW HAVE A BETTER UNDERSTANDING OF EACH OTHER'S TROUBLES

As the Result of a "Get-Together" Meeting in Uniontown Where Several Suggestions Designed to Relieve the Situation Are Discussed in a Spirit of Mutual Helpfulness and With a Desire to Cooperate.

Unloaded promptly all inbound cars. Avoid overloading. Do not load P. O. H. open-top cars to points of Pennsylvania system. Use box cars to New England points and points of our lines. Do not load cars with coal and back on cars. Do not load cars with coal and back on cars. Do not load cars with coal and back on cars.

THE POOLING OF INDEPENDENT COKE IS NOT IMPRACTICABLE

As a result of the "get-together" meeting of the coal and coke operators of the Connellsville region and representatives of the railroads which serve it, in Uniontown, Monday afternoon, the former have a more comprehensive knowledge of some of the difficulties transportation officials are dealing with, and the latter have a clearer understanding of the attitude of the shippers on some of the questions involved in the present situation.

While there was a somewhat extended discussion of matters of vital interest to both parties to the conference, and some divergent views were expressed, the whole spirit of the gathering was very cordial and the desire was uniformly expressed that there would be such a cooperation in effort that the promotion of the steady and uninterrupted movement of coal and coke will be the controlling purpose of all who participated in the meeting. No definite action was taken, but that being the object of the gathering—but it was plain that the way was made clear for taking steps in that direction at a later period, if it should be found desirable or necessary to do so. The aim of the projectors of the meeting was mainly to stand an informal discussion of certain questions which have an important bearing upon the big problem of insuring a fuel supply for those industries upon which the government is dependent for munitions of war.

P. P. Truesdale, division freight agent of the Pennsylvania railroad, was chosen chairman, and W. L. Cromlich, coal and coke agent of the Baltimore & Ohio railroad, secretary. Chairman Truesdale outlined briefly, but very clearly, the situation by which the railroads are confronted; the handicaps under which they are obliged to operate because of the impossibility of securing new cars and engines; the losses of employees to the industries paying war-time wages and those entering the federal service. He emphasized the necessity of maintaining a constant fuel supply for the use of the steel and munitions plants as absolutely essential to winning the war. In the transportation of coal and coke, Mr. Truesdale said many little things, some of them abuses, others the result of bad practice, and still others matters of oversight or neglect, have developed and multiplied to such an extent that, in the aggregate, they now form a serious hindrance to the expeditious movement of fuel. One purpose of the gathering was to take up these questions which the railroad representatives had reduced to the form of suggestions, as follows:

Operators have orders for 1, 2, 3, 4 cars per day or week for one consignee. If load and consolidate shipments so that total week's shipments can go out in one day.

In shipping six cars to one point, have them all together to avoid switching at plant and scales.

Avoid shipping through congested yards.

Make Eastern shipments from North end of region, and Western shipments from South end of region, as far as possible.

Avoid overloading.

Do not load to embargoed points. Do not load P. O. H. open-top cars to points of Pennsylvania system.

Use box cars to New England points and points of our lines.

Do not load cars with coal and back on cars.

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Do not load cars with coal and back on cars.

Production and Output.

COKE SHIPMENTS HIT LOWEST MARK FOR THE ENTIRE YEAR

Although the extension of the embargo was withdrawn in a few days it had the effect of knocking the volume out of the coke trade for the week ending Saturday, November 17. Especially hard hit were the plants eastward of the Monongahela River railroad. Rail shipments from the region dropped to 279,620 tons, an even lower mark than last February when zero weather and snow caused suspension of work for several days last February, all of which goes to show that extremely cold weather is no more effective an agency in curtailing shipments than are traffic tie-ups in the Indian summer of November.

Conditions were worse on the Monongahela division. The embargo of the Pennsylvania against all freight from all connecting lines, which became effective on the 15th, remained in force but a few days but long enough to almost completely block operations on the Monongahela railway for the entire week. There were car troubles aplenty in the Connellsville region but they were slight in comparison with those experienced in the Lower Connellsville region.

Shipments last week dropped to 279,620 tons (by rail) the lowest mark since the zero weather and snow caused a suspension of work for several days last February, all of which goes to show that extremely cold weather is no more effective an agency in curtailing shipments than are traffic tie-ups in the Indian summer of November.

Whether the coke can supply and service of the Connellsville region has reached the extreme low point remains to be seen but during the past 10 days a wholly new low record has been established.

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COKE TRADE SUMMARY.

WEEK ENDING NOV. 17, 1917.	WEEK ENDING NOV. 10, 1917.
22,964	20,174
15,226	13,214
8,943	8,943

NORTHERN END SHOWS INCREASE

WEEK	East	West	Total
Nov. 17	15,226	13,214	28,440
Nov. 10	15,226	13,214	28,440

PENNA'S RECORD

In the 18 years from 1895 to 1916, inclusive, Pennsylvania produced 2,381,921,184 of the 4,049,573,236 tons of bituminous coal mined in the United States, according to figures compiled by James M. Roderick, chief of the department of mines.

Chief Roderick says that 2,956,363 men were employed in bituminous mining in this state in that period and a total of 5,553,713 in the United States, while on 21,567 fatal accidents in such mines in the country in that period this state had 8,460; that fatalities per 1,000 employees was 3.84 for the whole country and 2.86 for Pennsylvania.

5,000 WOMEN

Employed in Various Capacities By the Pennsylvania Railroad.

Approximately three per cent of the employees of the Pennsylvania railroad East of Pittsburgh are women, according to a report of the general manager. All told, there are slightly in excess of 5,000 women on the payroll today, as compared with 1,345 June 1.

These women hold positions from train dispatcher to section hand, from list including signal tower operators, station cleaners, draughtsmen, station agents, machinists, waiters, etc.

THE CONNELLSVILLE BIG VEIN COAL CO. OPENS NEW FIELD

Kendall Interests Developing Rich Deposits on the Cheat River.

TWO MINES IN OPERATION

In a Seven-Foot Seam; Drift Operations With Natural Ventilation; An Output of Ten Cars Per Day; Owners Control Railroad Outlet to R. & O.

Among the numerous newly developed coal properties which go to swell the tonnage from the Fairmont branch of the Baltimore & Ohio Railroad, few will probably contribute more generously than the two mines owned and operated by the Conneltsville Big Vein Coal company, says the mining and industrial edition of the Meyersdale Republican. The company owns two separate properties within a few miles of Cheat Haven with tips located on the Cheat Haven & Bruceton railroad, in a coal field which has never before been developed.

Horton No. 1 mine was opened last fall and the first car of coal was shipped a trifle over a year ago, although the property was first produced as a country bank a quarter of a century ago, but had been closed for 20 years until the advent of the present coal boom and its acquisition by the present management. The "Big Vein" averaging 7 feet in thickness, underlies the property at a depth of about 30 feet below the surface. The main heading at a distance of 500 feet, west directly through the hill, and this with one or two other openings furnishes the mines with natural ventilation without the necessity of installing fans.

Approximately 40 men are employed. Owing to the thickness of the seam and the prevailing high wages, the company has experienced no difficulties in obtaining labor. Work is prosecuted under the direction of General Superintendent J. H. Coburn, and day and night shifts are worked with the result that the average daily shipment runs up to five steel hoppers. The pit is located but 100 feet from receiving bin having a capacity of 15 to 20 tons, and this connected directly with the loading tippie on the railroad, by a 250-foot chute.

The second of the company's properties, known as the Porter mine is situated a half-mile distant from the Horton No. 1 mine, and like the first is operating in the "Big Vein," 7 feet in thickness. The property had been developed prior to its being acquired by the Conneltsville Big Vein Coal company. The topography of the country makes it most advantageous for low cost mining operations, the drift having passed through the hill with a distance of 600 feet, solving the problem of ventilation inexpensively. The pit is connected with the chute by a 1,000-foot incline operated by cable, and a 300-foot track operated by horse power. The chute was designated to hold a car load of coal, so that in the absence of cars, operations could be conducted as usual. A 75-foot trestle, adjacent to the loading tippie, makes it possible for the company to accept steel hoppers loaded with slag and debris, dump them from the trestle on the fill, and haul the empty cars to the coal loading chute with its own engines.

These mines are near Mount Chateau, above Joe's Ferry on Cheat river in Monongalia county, W. Va., on what was formerly known as the "Chess Tract," purchased some years ago by the Kendall Lumber company. The Cheat Haven & Bruceton Railroad company was organized by the Kendall interests to build a railroad up Cheat river, from a junction with the Fairmont division of the Baltimore & Ohio railroad at Cheat Haven to provide an outlet for the lumber on the tract. Later the Conneltsville Big Vein Coal company was organized to develop the coal deposits. The officers are D. J. Horton, of Conneltsville, president; J. L. Kendall, of Pittsburgh, vice-president, and S. A. Kendall, of Meyersdale, treasurer and secretary. The company was recently incorporated.

NEW PUBLICATIONS

Series of Bulletins and Papers From Bureau of Mines.

The most recent publications of the Bureau of Mines include the following: Bulletin No. 131, "Approved Electric Lamp for Mines; No. 136, "Deterioration in the Heating Value of Coal During Storage"; No. 141, "Year Book of the Bureau of Mines, 1916"; Technical paper No. 167, "Men Who Received Bureau of Mines Certificates of Mine Rescue Training July 1, 1914 to June 30, 1918"; No. 173, "Coke Oven Accidents in the United States in 1915"; No. 175, "Production of Explosives in the United States in 1915"; Handbook, "Advanced First Aid Instructions for Miners," by C. H. Halberstadt, A. F. Knoeffel, W. A. Lynott, W. S. Rountree, and W. J. Shields. A limited number of these publications can be secured from the Director of the Bureau of Mines, Washington, D. C.

May Withdraw Priority Orders. WASHINGTON, Nov. 20.—The fuel administration is considering immediate withdrawal of the priority order, under which all middle western coal shipments have been going to Lake ports for the northwestern territory. When this is done, the coal will be diverted to the east to relieve shortages, particularly in New England.

Reach Coal.

The shaft being sunk by the Clarksburg Gas Coal company, on the Teagarden farm on the Washington county side of Ten Mile creek, and about one-half mile below Clarksburg, has struck the Pittsburgh seam of coal at a new depth of 100 feet from the surface.

IMPROVEMENTS IN W. VA. MINING

Were Important and Many During the Past Year; First Aid Work Makes Considerable Progress.

The year 1916 was a period of great activity in the mines of West Virginia, says the "Year-Book of the Bureau of Mines." The output of coal and coke has been large, and the general tendency has been toward the adoption of safer and more economical methods of mining. The topography of the coal-bearing area of the state is mostly rugged; hence some of the beds mined outcrop at 300 feet above a near-by stream, whereas others have shafts 600 feet or more deep. Room-and-pillar mining, with two, three, and four entry systems is used, the latter two being confined, as a rule, to large mines. So far as known, no long-wall mining is done in the state. Room-and-pillar mining with panels is especially adapted to many of the beds, on account of their being continuous, free from bad faults, and lying practically level.

Some of the most improved mine-ventilating plants in the United States are in West Virginia, many of the fan houses being of steel, stone, or concrete. As a result the fire hazard of fans has been reduced to a minimum. In most of the recent plants the fans are not placed in direct line with the main airways. Stoppings of noncombustible material are required on all main airways. Rope hauling is used to some extent, but mechanical haulage is chiefly through electric locomotives. Steam, gasoline, and compressed-air locomotives are also used. Mule haulage is generally confined to gathering the coal. There are many small, isolated power plants, but centralized power stations are gaining favor. Many mines are served by hydroelectric plants.

In order to prevent accumulations of coal dust underground, the general custom is to remove loose coal and dust as fast as possible. Sprinkling systems are installed in a great many mines, and various methods of humidifying the mine air are practiced. In mines that generate explosive gas, permissible explosives only are used. Except where permission has been granted by the district mine inspector, shooting off the solid is expressly forbidden. Permission is not granted where conditions favor, even remotely, the initiation of an explosion by solid shooting. Shot firers are employed in gaseous mines. The use of coal dust or other inflammable material for stemming is forbidden by law.

In 1917 there were only 16 machines in use, whereas, today more than 55 per cent of the total output of coal is won by mining machines. First-aid and mine rescue training was conducted in the state by the Bureau of Mines during seven months in the fiscal year ended June 30, 1916. The first-aid work in particular was received with enthusiasm both by the miner and the operator.

HOME DEFENSE UNITS

Civilian Police Force in Fayette for Emergencies During War.

Authority has been given to Sheriff Thomas L. Howard to appoint a civilian police force of approximately 150 members for emergency purposes throughout the war. The sheriff was yesterday appointed chairman of the Home Defense Guard by the Fayette county division of the Committee of Public Safety.

The Home Defense force will be divided into seven units, one unit having headquarters in each district of the seven into which the county will be divided. The members of the guard will be subject to emergency calls to quell disorders which may get beyond the control of the local police, and are authorized to carry certain defense weapons exclusive of revolvers.

CARS SAVED

By Pooling and Loading to Full Capacity By Shippers Generally.

Through the pooling of take coal and taking a saving of 52,000 cars in moving those commodities alone has been achieved. A further saving of 133,000 cars has been made possible by the pooling of tidewater coal. By regulation of the movement of grain for export the number of cars ordinarily required for this service has been reduced.

Although the figures on the intensive loading of freight cars are not complete, a sufficient number of reports have been received from the 27 local committees of the war board to show that commercial bodies and individual shippers in all parts of the country are giving hearty co-operation to the railroad campaign "to make one car do the work of two."

TO TURN OVER R. R.'S

Heads Will Place Them in Hands of Wilson, Should Men Strike.

WASHINGTON, Nov. 19.—Formal announcement was made today that railroads of the United States had decided, should any crisis arise, to place their interests in the hands of President Wilson for protection of transportation during the war.

The four railroad brotherhoods who have made demands for increased wages have agreed to mediation of the dispute but have refused an unconditional submission of the question to a board of arbitration.

Today's announcement by the railroad war board is regarded by officials as eliminating the possibility of a strike by giving the President a free hand as far as the railroads are concerned when he meets the brotherhood leaders here next Tuesday.

Canadian Iron Production.

The production of pig iron in Canada during the first six months of 1917 amounted to 585,398 net tons, compared with 562,097 tons during the corresponding period of 1916.

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LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT With Their Owners, Address and Ovens in Blast Corrected to Saturday, November 17, 1917.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
132	182	Beatty	Mt. Pleasant Coke Co., Greensburg
120	50	Boyer	Mt. Pleasant Coke Co., Greensburg
80	30	Brush Run	Brush Run Coke Company, Mt. Pleasant
32	32	Carolin	Peerless-Civil Coke Co., Greensburg
150	150	Clare	Clare Coke Co., Greensburg
40	40	Dexter	Connellsville Coke Co., Uniontown
40	40	Ellen No. 1	Whyte Coke Co., Uniontown
50	50	Ellen No. 2	Whyte Coke Co., Uniontown
100	100	Elizabeth	Unity-Civil Coke Co., Greensburg
200	200	Elm Grove	W. J. Rainey, New York
125	110	Fort Hill	W. J. Rainey, New York
10	10	Franklin	Summit-Civil Coke Co., Connellsville
161	161	Gilmore	Gilmore Coke Co., Uniontown
125	60	H. Rainey	W. J. Rainey, New York
8	8	Helen	Samuel I. Lohr, Youngwood
145	145	Humphrey	Bassamer Coke Co., Pittsburgh
45	45	Jimtown	Shannon Coal & Coke Co., Uniontown
38	38	Johann	Johnson Fuel Co., Uniontown
40	40	Magee	Magee Coke Co., Uniontown
84	84	Mahoning	Mahoning Coal & Coke Co., Connellsville
170	170	Mt. Braddock	W. J. Rainey, New York
410	410	Mt. Pleasant	Mt. Pleasant Coke Co., Greensburg
32	32	Myers	Brownold-Civil Coke Co., Uniontown
40	40	Nelle	Brown & Cochran, Dawson
50	50	Palmer	Newcomer Coke Co., Uniontown
130	130	Paul	W. J. Rainey, New York
550	518	Revere	W. J. Rainey, New York
38	38	Rhiney	South Fayette C. & C. Co., Uniontown
40	40	Thomas	Whyte Coke Co., Uniontown
80	80	Veteran	Mt. Pleasant Coke Co., Greensburg
57	13	West Penn	West Penn Coke Co., Pittsburgh
3,407	2,640		
FURNACE OVENS			
250	150	Adelaide	H. C. Frick Coke Co., Pittsburgh
200	100	Bakgaley	H. C. Frick Coke Co., Pittsburgh
387	382	Bakgaley	H. C. Frick Coke Co., Pittsburgh
300	300	Bitner	H. C. Frick Coke Co., Pittsburgh
240	240	Brickerton	H. C. Frick Coke Co., Pittsburgh
300	300	Brickerton	H. C. Frick Coke Co., Pittsburgh
250	250	Calumet	H. C. Frick Coke Co., Pittsburgh
301	301	Central	H. C. Frick Coke Co., Pittsburgh
400	400	Collier	H. C. Frick Coke Co., Pittsburgh
400	400	Continental 1	H. C. Frick Coke Co., Pittsburgh
325	325	Continental 2	H. C. Frick Coke Co., Pittsburgh
300	300	Continental 3	H. C. Frick Coke Co., Pittsburgh
120	120	Crossland	H. C. Frick Coke Co., Pittsburgh
243	243	Davidson	H. C. Frick Coke Co., Pittsburgh
230	163	Dorothy	H. C. Frick Coke Co., Pittsburgh
272	272	Hecla No. 1	H. C. Frick Coke Co., Pittsburgh
372	270	Hecla No. 2	H. C. Frick Coke Co., Pittsburgh
300	300	Hecla No. 3	H. C. Frick Coke Co., Pittsburgh
352	352	Hostetter	Hostetter-Civil Coke Co., Pittsburgh
250	250	Junata	H. C. Frick Coke Co., Pittsburgh
305	305	Kyle	H. C. Frick Coke Co., Pittsburgh
499	482	Lebanon 1	H. C. Frick Coke Co., Pittsburgh
502	481	Lebanon 2	H. C. Frick Coke Co., Pittsburgh
502	429	Lebanon 3	H. C. Frick Coke Co., Pittsburgh
304	304	Leith	H. C. Frick Coke Co., Pittsburgh
227	214	Lemont No. 1	H. C. Frick Coke Co., Pittsburgh
350	350	Lemont No. 2	H. C. Frick Coke Co., Pittsburgh
500	500	Monmouth	H. C. Frick Coke Co., Pittsburgh
400	393	Marguerite	H. C. Frick Coke Co., Pittsburgh
195	151	Natural	H. C. Frick Coke Co., Pittsburgh
324	285	Oliver No. 1	Oliver & Snyder Steel Co., Pittsburgh
480	354	Oliver No. 2	Oliver & Snyder Steel Co., Pittsburgh
300	300	Oliver No. 3	Oliver & Snyder Steel Co., Pittsburgh
400	100	Phillips	H. C. Frick Coke Co., Pittsburgh
413	400	Redstone	H. C. Frick Coke Co., Pittsburgh
120	120	Rial	H. C. Frick Coke Co., Pittsburgh
448	448	Shoaf	H. C. Frick Coke Co., Pittsburgh
445	445	Southwest 1	H. C. Frick Coke Co., Pittsburgh
150	121	Southwest 2	H. C. Frick Coke Co., Pittsburgh
204	166	Southwest 3	H. C. Frick Coke Co., Pittsburgh
501	411	Standard	H. C. Frick Coke Co., Pittsburgh
110	110	Street-Selvey	Dunbar Furnace Co., Dunbar
80	80	Stewart	Stewart Iron Co., Uniontown
164	464	Trotter	H. C. Frick Coke Co., Pittsburgh
330	330	United	H. C. Frick Coke Co., Pittsburgh
200	112	Valley	H. C. Frick Coke Co., Pittsburgh
36	42	White	H. C. Frick Coke Co., Pittsburgh
352	352	Whitney	Hostetter-Civil Coke Co., Pittsburgh
300	300	Wyman	H. C. Frick Coke Co., Pittsburgh
500	450	Yorkrun	H. C. Frick Coke Co., Pittsburgh
245	245	Youngstown	H. C. Frick Coke Co., Pittsburgh
17,935	16,185		

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CONNELLSVILLE, PA.

COKE PLANTS IN THE KLONDIKE WILL NOT HAVE TO SHUT DOWN

P. R. R. Modifies Its Embargo On All Freight From Its Connecting Lines.

COAL AND COKE RELEASED

Uniontown Meeting Between Operators and Railroad Officials on Monday to Consider Coke Traffic Troubles Indefinitely Postponed.

The fear the coke and coal operators of the Lower Connellsville region, whose plants are served exclusively by the Monongahela railway, entertained last they would be obliged to suspend operations, has been dispelled. The extension on 25th inst. of an embargo of the Pennsylvania railroad on all freight, including coal and coke, and all classes of equipment from all connecting lines, was modified Thursday to the extent of removing the ban on coke and by-product coal.

This action was the result of a conference held in Philadelphia between furnace men in the east, coke operators with interests in the Lower Connellsville region and Pennsylvania railroad officials. It being plain that the industries dependent upon coke would be forced to suspend if the embargo on fuel remained in effect, the railroad consented to a modification as stated. This restores the Lower Connellsville region to its place as a important factor in the shipment of coke. Add-fuels calls the

certainty of a pronounced shortage of fuel which would have quickly developed had the restrictions remained in force.

While this question was being worked out representatives of the railroad serving the Connellsville region as the Pittsburgh district, were planning other measures with a view to relieving both the coke region and the railroad of some of the existing traffic troubles. At a meeting of the Traffic Emergency Committee held in Pittsburgh on Wednesday, a sub-committee consisting of F. P. Truesdale, division freight agent of the Pennsylvania railroad; J. B. Nessler, general freight agent of the Pittsburgh & Lake Erie railroad; H. D. Pierce, traffic manager of the Monongahela railway and W. L. Cronish, coal and coke agent of the Baltimore & Ohio railroad was appointed to arrange the details for and be present at the meeting with the operators in Uniontown at 2 o'clock on Monday afternoon. The arrangements at this and were made Thursday by Mr. Cronish who visited Connellsville and Uniontown, accompanied by J. C. McCormick, traveling coal freight agent.

It was announced Friday that the meeting arranged for Monday has been indefinitely postponed. Why, it was not stated, but the decision was reached at a meeting of the Traffic Emergency Committee held Thursday. The Traffic Emergency Committee which proposed holding such a meeting is composed of traffic officials of the railroads in the Pittsburgh district who have been jointly devoting a vast amount of time, study and energy in devising ways and means of expediting freight movement, relieving congestion, improving car supply and service and working to secure a general easement of the situation insofar as concerns the Pittsburgh district.

Have You Coal Land for Sale? If so, advertise in The Weekly Courier.

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Steam, Air and Electric Driven

Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

STANDARD CONNELLSVILLE FURNACE COKE.

THE BEST BRANDS IN THE REGION.

Low Phosphorus Coke, Smelter, Foundry and Heating Coke and By-Product Coking Coal.

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THE COURIER COMPANY, 127 1-2 W. Crawford, Connellsville, Pa.

MODIFICATION OF ROOM-AND-PILLAR SYSTEM A SUCCESS

That and Long-Wall System in Thin Coal Among Improvements

IN WESTERN PA. IN 1916

Employment of Shot-Firers and Use of Permissible Explosives Make For Greater Safety; Combining Coal Dust Menace; Impetus to First Aid.

An interesting and informing chapter in the "Yearbook of the Bureau of Mines" for 1916 is devoted to the improvements that have been made in coal mining methods. Efforts are being made, says the author of this chapter, in the different coal mining districts to increase both safety and efficiency. In some districts progress has been more rapid than in others. However, the general interest in safety and the general desire to do everything possible to improve conditions is most encouraging.

The room-and-pillar system of mining is in general use in Western Pennsylvania fields. In some districts a panel system with about 25 rooms driven on each side of the pair of entries is usual. Most of the rooms are 25 to 24 feet wide and the pillars are 15 to 24 feet wide. In the system used most extensively rooms 250 feet long are driven off one side when advancing; the pillars being drawn as soon as rooms reach the full distance, and 200-foot rooms are driven off the other entry in retreating. Under heavy cover there has been some difficulty in winning all the pillar coal on the retreat. In consequence, at some mines, the butt entries are 450 feet apart, the advance rooms are 350 feet long, and the 50-foot pillar on the other side of the pair of entries is taken when entry pillars are withdrawn. This modification has given great success.

In the Pittsburgh district another development in mining methods is the use of a long-wall system of mining by a company now working the Pittsburgh coal. The coal is soft, the bed is about three to four feet thick, the cover is heavy, being 700 to 1,000 feet thick, and the roof breaks badly and often to a considerable height. The coal is mined from a 300-foot face and the shooting is necessary.

The adoption of miners' electric lamps, after a number had been approved by the Bureau of Mines, is proceeding rapidly. About 80,000 portable electric mine lamps approved by the bureau were in use in coal mines in the United States on January 1, 1917.

Shot firing by shot firers is being adopted extensively. In many mines assistant foremen act as shot firers, his practice gives the shot firer more authority, and should make for greater safety.

One large company uses permissible explosives exclusively, and another company uses them in about one-half of its gaseous mines. The general use of these explosives has been retarded somewhat by increased cost.

The coal-dust menace is generally combatted by watering or the use of deliquescent salts. One company, in co-operation with the Bureau of Mines, has recently tried making the coal dust inert by the use of rock dust, with satisfactory results. The protection is much greater than by watering and the cost is not excessive. A wider adoption of dusting is probable if suitable grinding plants are constructed.

A large number of central rescue stations have been installed in Western Pennsylvania, largely as a result of rating systems adopted by insurance companies and the educational work of the Bureau of Mines. Safety committees, frequent inspection, well-versed rules and regulations printed in several languages and distributed to the miners, abundant danger signals, mechanical safeguards for machinery, block signals for electric haulage, underground escape ways for the men in the larger mines using safety lamps, and well-organized first-aid and rescue teams are other features making for safety in the coal mines of Western Pennsylvania.

Also, much work has been done toward improving the miner's living conditions by providing pure water, new dwellings, and better sanitation, and by encouraging the establishment of churches, schools, and playgrounds.

RATE INCREASE PLEA

To Be Decided By the First of the Year Commission's Announcements.

Application of the Eastern railroads to the Interstate Commerce Commission for financial relief, it is unofficially announced at Washington, D. C., will be disposed of before the first of the year. First hearings have been set for November 5. It is regarded as unlikely that hearings will be protracted. The great bulk of the testimony has already been placed before the commission in the first hearing of the 15 per cent rate advance case, and it is believed that the railroads will merely have to supplement that with statements of operations since that time.

The commission is arranging to hold hearings practically without interruption until all the testimony is in. Much of the testimony will be devoted to the general phases of railroad finance, although a considerable part of the case will include disposition of applications for advance rates on certain commodities already before the commission.

Dredging Completed.

Dredging for the harbor to hold barges and flats at the plant of the Hays-Titus Coal company in the seventh pool of the Monongahela river has been completed.

GREAT LOSS IN BURNING COAL

Scarcely 20 Per Cent of Heat is Made Available Even in the Most Efficient Power Plants.

The various branches of industry in the United States consume annually over 500,000,000 tons of coal, says the "Yearbook of the Bureau of Mines" for 1916. If the average price of coal at the place of consumption be assumed to be not less than \$2 per ton, the total value of the coal consumed annually in the United States is considerably over \$1,000,000,000. The federal government alone annually uses coal to the value of about \$10,000,000. This huge quantity of coal is used for various purposes. However, the largest part of it, amounting to considerably over one-half, is used for power production in large central stations, small isolated power plants, locomotives, steamboats, and many manufacturing plants. Smaller quantities, that amount to millions of tons in all, are used for metallurgical and chemical purposes, and for the production of coke.

In all these uses of coal the efficiency of the processes that are employed is low, and seemingly there are good chances for improvement. Thus, for example, in the most efficient large power plant of today scarcely 20 per cent of the heat in the coal consumed is converted into mechanical power, and in the small power stations the efficiency frequently drops below 10 per cent. In the process of producing coke in the beehive coke ovens, most of the volatile matter, representing about 30 per cent of the total heat in coal, is discharged into the atmosphere.

Thus the coking process not only wastes the volatile matter but contaminates the atmosphere for miles with poisonous fumes. Surely when such a large sum of money is expended annually in clearly wasteful processes, investigation by the federal government into the possibilities of reducing the wastes by improving the processes is not only desirable but seems imperative. The expenditure for the coal is so large that the saving of even a small percentage means the saving of large sums of money. If any investigation should result in a saving of only 0.1 per cent, such saving would still amount to \$1,000,000 annually, a sum that would cover the expense of an extensive investigation. Usually a much larger saving than 0.1 per cent can be brought about by merely calling the consumers' attention to the large wastes attending the different processes.

By properly conducted tests and research work, more efficient processes can be substituted, and a saving measured not in fractions but in whole numbers can be accomplished.

MOISTURE IN COKE

Method for Determining It Recommended by Bureau of Mines.

In cooperation with the committee on coke of the American Society for Testing Materials experiments were made during the past year by the Bureau of Mines to develop methods of determining moisture in shipments of coke. It was found that the moisture in coke would be determined by much simpler methods than those required for coal, owing to the fact that the water in coke is all superficial moisture and in no way combined with the coke substance.

As a result of these experiments the bureau recommends that the moisture in coke be determined by drying the sample to constant weight at any temperature between 105° and 200° C. The sample should not be crushed to pieces smaller than 1 inch. No special oven is required. The foundryman may use a core oven to advantage, or a warm place in the boiler room.

The principal precaution to be observed is to dry the sample as quickly as possible after it is taken and to keep it in a tight container while it is conveyed to the place for drying. The experiments have further shown that wet coke can not be crushed without losing moisture. The results of this investigation will be published in a technical paper of the bureau.

FIX STEEL PRICES

War Industries Board and Steel Manufacturers Reach Agreement.

Maximum prices on cold rolled steel, pipe scrap, sheets, wire and Unplate, agreed on by the War Industries Board and steel producers, have been approved by President Wilson. The figures are based on those named in a recent arrangement made by the board with producers setting basic prices on steel and iron and on the materials entering into their manufacturing. The prices fixed will apply to all transactions, Government, Allied and public, and are subject to revision January 1, 1918.

Using the basic prices and those already fixed on finished products as a standard iron and steel manufacturers will fix immediately prices on other finished products. These prices will be subject to review by the War Industries Board and as the others fixed, will run until January 1.

EXPLOSIVES AGENT

A. Van Horn to Issue Licenses in Dawson Vicinity.

A. Van Horn of Dawson has been appointed explosives license agent for Dawson and vicinity. It will be necessary to procure a license for the sale and use of all explosives from now on, a recent act of Congress providing for such licensing having gone into effect November 15. Mr. Van Horn is the first explosives license agent whose appointment has been announced in this region. He is working under the Department of the Interior (Bureau of Mines).

Persons violating the rules and regulations of the act are punishable by \$5,000 fine, a year's imprisonment, or both.

THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, November 17, 1917.

Ovens	In Works	Name of Operators	Address
MERCHANT OVEN			
40	Adash	Western Fayette Coke Co.	Greensburg
40	Alcala	W. Harry Brown	Anna, Pa.
282	Alcala	W. J. Rainey	New York
200	Alison No. 2	W. J. Rainey	New York
142	American No. 1	Reilly-Penbody Fuel Co.	Pittsburg
348	American No. 2	Reilly-Penbody Fuel Co.	Pittsburg
40	Amick	The Wilkey & Feather C. Co.	Uniontown
42	Bellevue	Bellevue Coal & Coke Co.	Pittsburg
207	Benco	Champion Gas Coal Co.	Pittsburg
20	Browning	Browning Coke Co.	Uniontown
50	Brownsville	Brownsville Coke Co.	Uniontown
34	Burchinal	Smithfield Coal & Coke Co.	Smithfield
205	Century	Century Coke Co.	Uniontown
120	Champion	Champion Coke Co.	Uniontown
120	Crystall	United Cville Coke Co.	Pittsburg
235	Denbo	Reliance Coal & Coke Co.	Pittsburg
402	Donald 1 & 2	Consolidated Cville Coke Co.	Uniontown
150	Donald 3	Consolidated Cville Coke Co.	Uniontown
149	Edon	Waltersburg Coke Co.	Uniontown
32	Emory	Sunshine Coal & Coke Co.	Uniontown
32	Finley	Jas. Byrne & Co.	Uniontown
30	Franklin	South Fayette Coke Co.	Uniontown
113	Garwood	Aetna-Connelville Coke Co.	Connelville
58	Genuine	Genuine Cville Coke Co.	Uniontown
200	Griffin No. 1	Bessemer Coke Co.	Pittsburg
200	Griffin No. 2	Hillman-Scott Coke Co.	Pittsburg
210	Herbert	Connelville Central Coke Co.	Pittsburg
45	Hillside	Westmoreland Gas Coal Co.	Pittsburg
20	Hill Top	E. Connelville Coke Co.	Connelville
113	Hoover	James H. Hoover	McClintocktown
38	Hope	Hoppe Coke Co.	Uniontown
126	Husted	Husted-Semans C. & C. Co.	Uniontown
150	Isabel	Isabel Coal & Coke Co.	Pittsburg
140	Katherine	Union Connelville Coke Co.	Uniontown
230	Lafayette	Atlas Coke Co.	Uniontown
30	Leon	Franklin Coke Co.	Uniontown
40	Lincoln	Lincoln Coal & Coke Co.	Pittsburg
40	Little Gem	The Bixler Coal & Coke Co.	Pittsburg
250	Low Phos.	Cville Central Coke Co.	Pittsburg
34	Luxerne	Luxerne Coal & Coke Co.	Uniontown
40	Marion	Southern Cville Coke Co.	Uniontown
132	Menallen	Menallen Coke Co.	Uniontown
200	Mt. Hope	Mt. Hope Coke Co.	Uniontown
60	Murphy	Richard Coal & Coke Co.	Uniontown
100	N. J. Parshall	Uniontown	Uniontown
400	Orient	Orient Coke Co.	Uniontown
202	Puritan	Puritan Coke Co.	Uniontown
30	Perry	Perry Coke Co.	Uniontown
22	Plummer	Plummer Coke Co.	Pittsburg
101	Poland	Poland Coal Co.	Pittsburg
120	Rich Hill	Rich Hill Coal & Coke Co.	Uniontown
35	Rice	Rice Coal & Coke Co.	Connelville
365	Royal	W. J. Rainey	New York
30	Sackett	H. R. Sackett Coal & Coke Co.	Smithfield
173	Scarlett	Taylor Coal & Coke Co.	Uniontown
250	Shenrock	Fayette Coke Co.	Uniontown
60	Solon	Prospect Coal & Coke Co.	Uniontown
310	Stirling	Consolidated Cville Coke Co.	Uniontown
400	Sunshine No. 2	Ladone-Glutton C. & C. Co.	Uniontown
400	Thompson 1	Thompson-Cville Coke Co.	Pittsburg
400	Thompson 2	Thompson-Cville Coke Co.	Pittsburg
320	Tower Hill 1	Tower Hill Cville Coke Co.	Uniontown
244	Tower Hill 2	Tower Hill Cville Coke Co.	Uniontown
34	Virgie	Byrnes Coal & Coke Co.	Scottsdale
500	Washington 1	Washington Coal & Coke Co.	Dawson
420	Washington 2	Washington Coal & Coke Co.	Dawson
78	Wineand	Banning-Cville Coke Co.	Uniontown
60	Wilmore	Wineand-Gilmore C. & C. Co.	Uniontown
38	Yukon	Whet Coke Co.	Uniontown
11,819	10,565		
FURNACE OVENS			
320	Atcheson	Republic Iron & Steel Co.	Gant
100	Beraport	H. C. Frick Coke Co.	Pittsburg
470	Brier Hill	Brier Hill Coke Co.	Brier Hill
425	Buffington	H. C. Frick Coke Co.	Pittsburg
500	Colonial No. 1	H. C. Frick Coke Co.	Pittsburg
155	Colonial No. 2	H. C. Frick Coke Co.	Pittsburg
300	Colonial No. 4	H. C. Frick Coke Co.	Pittsburg
250	Deerth	H. C. Frick Coke Co.	Pittsburg
420	Eden	H. C. Frick Coke Co.	Pittsburg
200	Fairbank	Struthers Coal & Coke Co.	Fairbank
400	Footdale	H. C. Frick Coke Co.	Pittsburg
202	Geneva	McKeefer Coal Co.	Pittsburg
200	Lafayette	Lafayette Coke Co.	Uniontown
400	Lambert	H. C. Frick Coke Co.	Pittsburg
416	Leckrone	H. C. Frick Coke Co.	Pittsburg
244	Martin	Republic Iron & Steel Co.	Pittsburg
30	McKeefer	H. C. Frick Coke Co.	Pittsburg
400	Republic	Republic Iron & Steel Co.	Uniontown
250	Rondo	H. C. Frick Coke Co.	Pittsburg
5,825	4,895		

ESTABLISHED 1872.

INCORPORATED 1904.

Eureka Fire Brick Works

Eureka Manufacturers of high-grade E. F. B. Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Victor Bee-Hive Coke Ovens.

DIFFICULT SHAPES A SPECIALTY.

Office and Works, Mt. Braddock, Pa. Bell Phone 49, Dunbar

WOULD CONFIRM SALE

Thompson Trustees to Ask Approval of Butler Deal.

UNIONTOWN, Nov. 17.—D. M. Hertzog and George R. Scroggum, trustees for J. V. Thompson, are preparing a petition asking for the confirmation of the sale of Greene county coal to J. G. Butler of Youngstown, O. The petition will mean the ratification of what is known as "the Frick sale," by which approximately 12,000 acres in Greene county will be disposed of for \$5,000,000. In addition to the estate of J. V. Thompson, the finances of Judge Work and other coal owners in this section will be greatly benefited.

Certificates of all the Thompson heirs will be filed by the trustees with Prothonotary George Rathmell and with the recorder of Greene county. Referee J. G. Carroll will advertise the proposal and then a meeting of the creditors will be held to confirm the negotiations.

NEW SIDING

Grading Started for Track to Dunn and Strickler Mines.

A force of men have started grading at Dickerson Run for a new siding a quarter of a mile east of the Dawson bridge on the Pittsburg & Lake Erie railroad, the siding to be used by the Dunn and G. M. Strickler Coal companies. Their mines have been opened along the hill side. A new tippie will be built at once and in a very short time the coal from their mines will be loaded there instead of being hauled to the Ogilvie & McClure siding at the planing mill. Dickerson Run people are expecting coal prices to take a drop in a few days, as there has been a stranger in the community for the past two weeks, making inquiries about coal prices. He is suspected of being a government agent and some coal dealers are a bit worried.

Propose New Alien Laws. WASHINGTON, Nov. 16.—New regulations governing enemy aliens, much more drastic and planned to be more effective than those now operating, were for final consideration at today's Cabinet meeting. The regulations have been drawn by Attorney General Gregory, who favored strong action to deal with the menace.

ALIENS RESTRICTED

Can't Approach Docks or Depots, Fly or Travel, or Live in D. C.

WASHINGTON, Nov. 19.—All alien enemies are required to register and to obtain permits for travel under a proclamation issued today by the President. Enemies also are prohibited from approaching within 10 yards of water front docks, railroad terminals, or storage houses, and are forbidden to enter or reside in the District of Columbia.

The proclamation, issued as a supplement to the one declaring a state of war with Germany, provides further that an alien enemy shall not, except on public ferries be found on "any ocean, bays, rivers or other waters" within the United States. They are forbidden to fly in aeroplanes, balloons, or airships, or to enter the Panama canal zone.

COKE PRICES SET

By Product Run of Ovens to Bring \$6 a Ton.

WASHINGTON, Nov. 20.—Basic prices for by-product coke were set by the fuel administration today as follows: Run of ovens, \$6; selected foundry, \$7; crushed, over one inch size, \$6.50. Price for hot-blast coke already has been announced.

The prices set are per short ton, f. o. b. car at the plants where manufactured. They apply to car lots sold to consumers or to dealers for wagon delivery. No commission may be added by jobbers or other agencies.

The maximum price of gas coke for industrial or metallurgical use is fixed at the price established for the corresponding grade of by-product coke.

ON FUEL COMMITTEE

J. B. Henderson of Vanderbilt to Aid County Fuel Director.

The Fayette county fuel committee is being organized. J. G. Barbour of Uniontown, recently appointed fuel administrator for the county, has asked for volunteers in every district to aid in the administration of coal production.

Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

LAFAYETTE PUMPS

Steam, Air and Electric Driven

We make a specialty of Wood Lined Pipe and Fittings

J. F. BRENNER, President.

J. V. THOMPSON, Vice President.

ANDREW A. THOMPSON, Treasurer.

W. G. ROCK, Sec'y and Asst. Treasurer.

THOMPSON CONNELLSVILLE COKE CO.

800 OVENS. MONTHLY CAPACITY 30,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:

Thompson No. 1 400 Ovens.
Thompson No. 2 400 Ovens.
Near Republic Station,
Fayette County, Pa.

CONNECTIONS:

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Baltimore & Ohio R. R.

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2102 First National
Bank Building,
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OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT DU PUY, President.

JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works:—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHES ON REQUEST

Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

GRACETON COKE CO.

Graceton, Penna.

Good Job Printing

Is Not Possible without GOOD STOCK is used, SKILLED WORKMEN to do the composition and press work and a COMPLETE EQUIPMENT of Machinery, Up-to-Date Type and all the accessories of a First Class Plant. THE COURIER JOB PRINTING DEPARTMENT lacks none of these essentials. It turns out the HIGHEST GRADE PRINTING, from Visiting Cards to the largest and most complicated Office Forms and Commercial Work of every variety and for any purpose.

Printing for Coke Company Offices and Works a Specialty

One Order will make you a Permanent Customer.

THE COURIER COMPANY

127½ W. Main St.,

Connellsville, Pa.

[illegible]

Just good for the cat & the dog.

ANALYSIS AND RESULTS

has. 10

Y. M. C. A. DRIVE TO COLLECT \$10,000 HERE LAUNCHED AT STIRRING MEETING SUNDAY

What of Your Soldier-Son's Moral Welfare? Asks Judge Reppert in Notable Speech.

HOW MONEY WILL BE USED

Speakers Tell of Y. M. C. A.'s Great Work in the Training Camps and at the Front; Captain R. S. Morton Speaks of Results as He Saw Them.

"Should your boy, carried on by the spirit of sacrifice, give his life on the field of battle, there would be sorrow and grief in your home, but no mourning. But if he comes back sin-seared, and with his body defiled—what then?"

That was the conclusion of Judge Edmund H. Reppert's appeal for funds for the war work of the Y. M. C. A. made here Sunday in a speech which, for strength of thought and for polished phrasing alike, was one of the most remarkable and most classic addresses ever delivered in Conneltsville.

Judge Reppert made his appeal, at the rally in the Soldiers' theatre, on the grounds that the Y. M. C. A. was the one great organization in safeguarding the morals of our soldier boys by providing entertainment for them during their idle hours and making them lose their desire to "go to town" and have "a good time". The other speakers of the afternoon, former Judge R. E. Umbel and Captain Robert S. Morton of Company D, 110th Regiment, spoke along the same lines and brought home to the people the compelling necessity of the work which the Y. M. C. A. is carrying on.

The rally was held to arouse enthusiasm for the Y. M. C. A. war fund campaign which began here today. Conneltsville, a week late in starting its drive, must raise not less than \$10,000 for the fund. Those in charge of the movement here are hoping to collect at least \$12,000.

Yesterday's meeting lasted for less than two hours, but at that time the claim of the Y. M. C. A. had been fully presented, and the actual need for its work made so clear that it seems hardly possible that any of those present will refuse to make a contribution to the fund. The audience was representative and large, though the auditorium was not completely filled.

An orchestra of 11 pieces, assembled by John Kiefer, played, Lester Crawford sang "Good Bye, Broadway, Hello, France" and "Over There". Rev. G. L. C. Richardson of the First Methodist Episcopal church prayed that "the American flag might be carried to victory" and that the Y. M. C. A. campaign might be successful. The audience sang "The Star Spangled Banner" and "America" with Captain Morton standing at attention throughout the singing of the national anthem. E. T. Norton, chairman of the meeting, introduced Judge Reppert as the first speaker.

REPERT ARRANGES KAISER

AS MOST INFAMOUS MONSTER Judge Reppert spoke at length upon the causes of the war and the conduct of Germany before the war. In the course of his remarks he referred to the Kaiser as "the most infamous monster seen since the human race was created," talked of him "loosing hell on earth," and asked how this man, emperor though he be, might expect to justify himself when he stood before the final judgment throne. The war, the jurist said, was a conflict between two hostile systems of government, the one government for the people, the other by and for a military autocracy. The three great principles accorded to by the German people and put forth by the Kaiser himself, he said, are: first, the Hohenzollern family has been chosen by God to rule and govern Germany; second, the German people have been chosen by God to dominate the earth; and third, that they are to gain this domination and to hold it by exerting their physical strength, with might making right.

Judge Reppert spoke of the hostility which Germany has always felt toward the United States and of her intrigues and meddling and constant efforts to work evil against us. He cited the Spanish-Cuban episode, and the attempted interference with Dewey in Manila bay, the proposal to put a fleet in Venezuelan waters, and the systematic propaganda to engender bad feeling between the United States and Japan and the United States and Mexico.

"We are fighting for our life as a nation," he declared. "A little later, we can fight with the allies in Europe, or we can fight later, on our own soil, against German invaders."

Getting down to the question of Y. M. C. A. war work, he said: "These boys who are going into the camps and across the water and into the trenches are leaving behind them their friends, their common amusements, and above all, their homes. The Y. M. C. A. aims to take, as far as possible, the place of these things. It does much to allay the perils of a commercialized vice. It is a non-sectarian organization, but a religious one. Its secretaries, however, are not psalm-singing, mollycoddles. They don't drink and smoke, and when some poor devil gets good and homesick they don't go to him and say, 'Are you (snivel) a Christian?' No. They take him into the hut, where the friendliest feeling exists, and provide him with things to eat, paper to write home on, good, wholesome, healthy entertainment and amusement."

Concluding his appeal by reciting a part of Drake's "The American Flag" he said, "May that flag's lustre never be dimmed by any fault or failing of ours."

In the course of his speech, Judge Reppert had occasion to mention the Liberty Bond and Red Cross cam-

aigns. Turning to Mr. Norton, he said, "We don't have to speak of those things in Fayette county, do we, Mr. Chairman?"

UMBEL EXPLAINS DETAILS OF Y. M. C. A. WAR WORK

Judge Umbel declared in the first place that had he any intention of making a speech, he would have given it up after hearing Judge Reppert. "My remarks," he said, "would merely serve to make you forget some of his splendid words, or perhaps jumble his statements in your mind."

Judge Umbel did, however, speak on the war in a general way for a brief time. Pointing to the republics of Rome and Venice, he said that we must face the fact that the downfall of such institutions and government as ours is not an impossibility. He also told of his conception of the plan by which the Kaiser, drunk with power and insane with desire, hoped to conquer the world, taking France, England, South America, and the United States in succession.

BOYS APPRECIATE 'Y'

SAYS CAPTAIN MORTON.

Captain Morton, furnished home and recovering from his recent illness, received a splendid ovation as he stepped to the front of the platform after Mr. Norton had introduced him simply as the commander of "Our Company D". A burst of handclapping greeted him and everyone in the house stood for a moment or so.

Captain Morton endorsed the words of the other speakers, and told a little of his experience with the Y. M. C. A. "They did work last summer when we were in Texas, though they didn't go into it then nearly so strong as they are doing now."

El Paso, he said, was full of vice, but it is not nearly so much of a task to keep the boys clean in August, "which is a clean city in a dry state."

"The only joy water you can get," he said, "costs \$8 or \$10 a quart. The city is quiet. The boys call it slow. There is nothing to do but go to the movies or the ice cream parlors, and most of the boys prefer to stay in camp at night. That's where the Y. M. C. A. comes in, providing things for the boys to do in camp in their spare time."

"There's no doubt about the boys using the Y. M. C. A. It's entirely non-sectarian and everybody in camp appreciates it."

"The hut is built with a platform at one end and tables and chairs throughout the buildings. All sorts of entertainments are given. One night, ladies from Augusta will sing or play for the boys. The next, the men themselves will put on some stunts. Then there are the entertainments of the Chautauqua or lyceum class, with which you are familiar."

DAY'S WAGES FOR THE Y. M. C. A. COUNTY SLOGAN

A day's wages for the Y. M. C. A. is the slogan that has been adopted by practically every coal and coke concern in the county. The idea was first that every worker should give \$1, but when the men at several plants determined to contribute a day's wages, the "dollar-a-man" cry was dropped.

Captain Morton declared that he felt Conneltsville would not fall down in this worthy campaign, having done her duty in all others.

Directors of the county campaign are predicting that the final figures will take the total in the war fund drive well over the \$50,000 mark. While the campaign closed in Uniontown and many sections of the county Saturday, it is just beginning in Conneltsville and other districts, and final compilation of figures is not anticipated until late this week.

Judge R. E. Umbel, chairman of the executive committee in charge of the campaign, was informed Saturday by John Stockdale, superintendent of the American Magazine company, that all the employees would give a day's wages to the cause.

Wooden Carr and Davis W. Henderson made addresses at a rousing rally at Perryopolis last evening, and R. C. McKean and D. W. McDonald presented the appeal at a rally at the Little Redstone Presbyterian church. The handsome Frick Coke company subscription of \$22,500, \$12,500 of which goes to this county, announced Saturday, put new heart into the workers of Fayette.

SAYS Y. M. C. A. IS DOING BIG WORK AT CAMP LEE

S. R. Goldsmith, who with Mrs. Goldsmith, their son Jack and nephew Edison Goldsmith have returned from a visit to Camp Lee at Petersburg, Virginia, declares that the Y. M. C. A. means "almost everything" to the soldiers at that cantonment, and the same must be true of all the others. There are quite a number of Y. M. C. A. huts, Attorney Goldsmith declares, and the soldiers make good use of all the conveniences and amusements they furnish.

All the boys at Camp Lee are in good health and spirits, busy almost every minute, but enjoying life. Among these seen by the Goldsmith party were Clark Ralston, Earl Martin, Thurman Bixler, Arthur Graham, Byron Rhodes, Albert Ranker, Frank Patrick, Oliver Goldsmith, John Brown, Harry Mason, Jack Horewitz, Harry Brown and Steve O'Laughlin. They

all wished to be remembered to the folks at home.

J. W. Ralston and son Rudolph were visiting camp at the same time as the Goldsmiths.

SMITHFIELD GIVES \$296 FOR Y. M. C. A. WAR WORK

Miss Ola Brownfield, Mrs. Erhart, Mrs. Donald Abraham, Mrs. J. W. O'Neill, Miss Mary Leech and Jesse Leech are the solicitors appointed for the Y. M. C. A. war work campaign in Smithfield. Jesse Leech is chairman of the committee. The women canvassers reported to him \$296 from 124 contributions the other day.

DRAFT SUMMARY

Men Not Yet Called in No. 2 District Number 1,919.

In the summary reports of the draft prepared by the local exemption board of District No. 2 here, there are still 1,919 men that have not yet been called on for examination. Of the 2,671 registered, 753 have already been called for examination and 143 of them have been rejected. There have been 294 names certified to the district board at Greensburg. Two hundred and four men have been ordered to report at camp, of which three failed to appear, and nine were rejected by the army physicians.

Of the 1,919 men not yet called, there are 926 married and 993 single. Naturalized there are 28; alien, 290; declarants, 73; and citizens, 1,527.

The nationality subdivisions for this class show that England has 8, Ireland 3, Scotland 2, Greece 12, Italy 212, Russian 23, Sweden 1, Austria-Hungary 105, Turkey 12, Germany 7. There are 120 Africans, classed as United States citizens.

In the class called but not yet accepted there are married 317, and single 229. There are eight naturalized citizens, 92 aliens, 13 declarants, and 428 citizens.

The sub divisions into nationalities follow: Ireland, Canada and China 1; Russia, Sweden, Turkey 2; Greece 6; Italy 68; Austria-Hungary 35; African, 26.

In the called and accepted class there are 17 married, and 190 single. Naturalized citizens number 5, alien 23, declarants 11, and citizens 158. The nationalities follow: Italy 34, Russia 2, Austria-Hungary 12, Turkey 1, and African 14.

TO PAY FOR PIANO

South Conneltsville Must Raise \$100 Unpaid on School Instrument.

Under the direction of Mrs. John Wilder of South Conneltsville, an effort is being made to raise \$100 to pay off the debt on a piano purchased for the South Conneltsville high school. When the instrument was bought last winter \$150 was raised from subscriptions and a box social. The balance was \$100 and as it had to be paid by a certain date, Mrs. Wilder got busy and called a meeting of the high school teachers in an effort to devise a plan for raising the needed amount.

Realizing that on account of the high cost of living it would not be advisable to hold a box social, it was decided to canvass the borough, dividing it into seven districts. A teacher in the high school with an aide was appointed captain of six districts as follows: No. 1, Miss Mildred McLaughlin and Miss Virginia Fisher; No. 2, Miss Mabel Hietrick and Miss Christine Davis; No. 3, Miss Mary Murphy and Miss Mabel Shank; No. 4, Miss Helen Hietrick and Miss Alice Moorman; No. 5, Miss Kiebasch and Tracy Walters; No. 6, Miss Charlotte Artzman and Miss Margaret Sheering; Mrs. Wilder is in charge of district No. 7.

The canvassers started out Saturday afternoon, but failed to complete their work. Owing to the Y. M. C. A. campaign, which commenced this morning, the canvassers decided to do no more work until it has closed. A meeting will be held this afternoon at the close of school to report the success of Saturday afternoon's canvass.

ROOSTER SHOT

Owner Goes to Law About Loss of Big White Leghorn.

Charging that his neighbor, Elmer Rose, shot his handsome white leghorn rooster, A. K. Kooser Saturday brought suit against Rose for trespass before Alderman W. D. Colborn. The case was settled, however, without going into a hearing, the defendant paying the costs, and agreeing to compensate Kooser for the loss of his rooster.

Rose claimed, however, that he had not shot the rooster, but merely picked it up after someone else had killed it. Both parties live in Conneltsville township, near Saydertown.

A New Live Stock Bulletin.

"Thoughts Concerning a National Policy for Grain and Live Stock in Time of War," is the title of a new bulletin of the United States Food Administration in which have been brought together the views and suggestions of the Food Administrator on this vital subject. It deals with increased production of cattle, hogs, sheep, wool, animal fats, and grains, and gives the latest trustworthy figures of world production and consumption. The data is especially intended as a reference for food-conservation workers, editors, speakers, librarians and others. Copies may be had from the Trade and Technical Press Section, United States Food Administration, Washington, D. C. Ask for Bulletin No. 10.

Mrs. Cochran Gives Organ.

Mrs. Sarah B. Cochran of Dawson will present the Methodist Episcopal church of Uniontown with a new pipe organ. The county seat Methodists are building a new church, and Saturday evening Mrs. Cochran called Rev. J. M. Thornburn, the pastor, and offered to give the organ for the handsome auditorium, which offer was gratefully accepted.

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KILLS TWO SMALL TWO; TRIES SUICIDE CHILDREN; WOUNDS

Mrs. Emma Hansale of Mammoth in Critical Condition at Mt. Pleasant Hospital.

ONE VICTIM A MERE BABE

Temporarily Insane a Mother Tries to Shoot All Her Babies, None Older Than Six Years; Rescued Makes Grotesque Discovery on His Return.

Temporarily demented following illness, Mrs. Emma Hansale of Mammoth, wife of Charles Hansale, a miner, Sunday shot two of her small children to death, seriously wounded two others, and finally put a bullet into her own body, and is lying today at the Mount Pleasant Memorial hospital in a serious condition.

THE DEAD. CHARLES HANSALE, JR., six years, was shot through heart and instantly killed. A daughter, three years old, shot through neck and artery severed.

MRS. EMMA HANSALE, 25 years old, shot through left side; in serious condition. Five weeks old baby, shot through right chest; in serious condition. MATILDA HANSALE, four years old; shot through abdomen, below ribs, and through the hand; in serious condition.

The father of the family found the bodies when he came into the house yesterday afternoon. The shooting occurred at about 4:10.

Mrs. Hansale's deed is attributed to her demented condition. At times, according to her husband, she was subject to violent "spells," and since her last baby was born five weeks ago, she is believed to have been out of her mind.

Mrs. Hansale, it was stated at the hospital Monday morning was in a serious condition, not so much because of her self-inflicted wound as because of her unbalanced mind. Seen by a Courier reporter, she would not talk, and did not seem to realize in the slightest what she had done.

During her shooting, she emptied a .32 caliber revolver of five shots, reloading it and shot five times more.

The bullet was extracted from the body of the girl Matilda by Dr. S. L. Marsh. It had entered the abdomen, below the ribs and lodged against the back. The girl's hand was also dressed at the hospital.

The baby was shot through the right side, the bullet passing through his body. The doctors are not sure whether or not a lung was punctured by it.

The two dead bodies were taken in charge by Pleasant Unity undertakers.

Only a short time before the shooting, Mrs. Hansale received a visit from neighbors and chatted pleasantly with them about crocheting and similar matters.

Mrs. Emma Hansale, Mammoth woman who shot and killed two of her small children, shot and wounded two others, and put a bullet into her own body on Sunday afternoon, is lying at the Mount Pleasant hospital, at times when she realizes what she has done—screaming in fear, and at others, quiet and not seeming to know anything of her deed.

At one period yesterday she seemed very rational. She told the nurses carefully that a white linen suit was to be put on the boy she killed for burial. Immediately after this, she fell back into delirium, screaming, "Don't let them get me. Later, looking at the nurses, she would not talk, she had never seen so many strange faces, and asked whose faces they were.

Mrs. Hansale, as far as her self-inflicted wound is concerned, is getting along very nicely. The two injured children are doing as well as could be expected. The little girl's condition seemed to have improved slightly.

HEADS WAR SPEAKERS

Wooden Carr Named Chairman of Committee on Public Addresses.

Wooden Carr, of Uniontown has been appointed chairman of the public speakers' committee, Fayette county division. The aims of the committee are much the same as the Four-Minute Men's organization, but members of the public speakers' committee will give more detailed addresses on war subjects than the Four-Minute Men.

Mr. Carr assumes that he will be asked to name public speakers for every community in Fayette county who will be requested at intervals throughout the war to go before local audiences and explain at some length the meaning of various war movements.

L. B. Brownfield, recently appointed Fayette county chairman of the Four-Minute Men, is expected to announce a list of town chairmen shortly. Mr. Brownfield will receive "enlistments" to the Four-Minute Men from every community. Thomas H. Hudson was the first man to volunteer his services.

MAY SHUT DOWN

Connellsville Macaroni Company Can't Get Flour.

The serious shortage of flour is being felt by no local industry more severely than by the Conneltsville Macaroni company, and unless flour can be secured immediately the plant will be shut down.

The macaroni people have 1,500 barrels of flour ordered, and it is believed to have been on its way for 40 days now, so that it seems that transportation troubles are most to blame in this case. The plant may be forced to shut down in spite of the fact that it has an overwhelming number of orders to fill.

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SMITHFIELD BOY WRITES OF CAMP GORDON "DOINGS"

J. H. Grim Finds Country About Atlanta Interesting; Thunder Showers and Summer Weather.

J. H. Grim, with Company G, 325th Infantry, National Army, at Camp Gordon, writes the following letter, under date of November 12, to Henry O'Neill, "back home" in Smithfield.

"Have been having a regular old summer thunder shower this morning. It is warm yet though look for some cooler weather after this. One thing, it don't get muddy here after a rain, or it has not yet, as it is not freezing or thawing as up there, but I believe you know about the climate here."

"Have been to Atlanta once, and it is a pretty nice place, or what I have seen of it. Between here and the city there are some beautiful homes, some of the late Northern style and others of the old colonial style. Have been out in the country several miles around here, cotton and corn are the principle crops, looks to me as if the most of the farmers are too lazy to work, for you can always tell just about what he is by his surroundings."

"Been having a lecture for the last few hours, also, some of us got paid. I drew \$25.00 but by the way they charge us fellows for everything we buy, it won't last long."

"We have rides and certainly have been using them. I get along pretty good with the drilling as I haven't forgotten what few things I learned while we S. of V. were together up there and it saves a fellow from getting bawled out often. John Goodwin is the only fellow that I know, or did in this company from home. There are two Wilsons from Fairchance. About half of the company is from New York. I think we will be going on the Ride Range about next week. It is about eight miles from here. Every Friday we get a 12 or 15 mile hike and there has never been one fall out of Co. G. yet. We will soon get used to that. It don't bother me except I always get a little rheumatism."

"I guess I will try to get home Christmas as there is only one chance before going over and I may not get there then but nothing like trying. We will be glad to hear from you at any time with all the news of Smithfield."

BODY OF LAUREL HILL

MAN, GONE OVER WEEK, FOUND IN A PIT HOLE

John Wilson Believed to Have Fallen Into Pool of Water and Drowned.

The body of John M. Wilson, who has been missing from his home since a week ago Saturday, was found Sunday afternoon in a pool of water, close to the old slaughter house, near Brookvale. It was recovered by James Wilson, a brother, and David Myers, a brother-in-law of Mr. Wilson.

Mr. Wilson came to Conneltsville Saturday, November 10, and on failing to return to his home, Mrs. Wilson communicated with police and authorities, who with relatives of the missing man, had been searching for him since his disappearance. On learning that he got off the street car at Brookvale, a search in that vicinity was made. It is thought that on his way home, Mr. Wilson stumbled into the pit hole.

When he left home Mr. Wilson had \$35, and when the body was found \$16.63, his gold watch and other articles were found in his pockets. He bought groceries amounting to at least \$10. There was no evidence of foul play. The body was removed to funeral director J. E. Sims' parlors and prepared for burial. Later it was taken to the Wilson home from which place the funeral will take place tomorrow morning at 10 o'clock.

Mr. Wilson was 37 years and six months old on the day he so strangely disappeared. He was a son of Apolus Evans and Nancy Ellis Wilson, and was well known in and about Elm Grove. He was a carpenter for the W. J. Rainey interests. His widow, seven children, his parents and one brother, James Wilson, survive. Coroner S. H. Baum was notified of the finding of the body and after investigating the case, pronounced accidental drowning as the cause of Mr. Wilson's death.

DECISIONS TO STAND

No Reversal of Local Board's First Ruling Can Now Be Secured.

According to an order received by the local draft board for district No. 5 Monday morning, no more cases of men already in the military service can be reopened. Since the beginning of the organization of the National Army, men have had their cases reopened and gone over a second time in the hope of getting a discharge. This has held the army program back in some instances, and the latest orders are that no cases may be reopened.

Cases that have been reopened and are still in the process of a second investigation will not be allowed to go through but will be closed at once. In the case of slackers, the adjutant general holds the authority to reopen the case. Men who have not answered the summons issued by the local boards, and are apprehended, may have their cases opened by the adjutant general if there is a serious necessity of their getting out of the army.

A registrant who is not satisfied with the decision of the local board must apply to the commanding officer seven days after arrival at the mobilization camp if he is to have any chance whatever of securing a release. If the commanding officer desires, he may take up the case with the adjutant general who will ask the local board for the facts in the case, and transmit the same to the commanding officer.

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The Grim Reaper

MRS. MARIE N. RULLI.

Following an operation performed at the Cottage State hospital, Mrs. Marie N. Rulli, 27 years old, died Tuesday at 6 o'clock. On June 23, Mrs. Rulli underwent an operation at St. Joseph's hospital, Pittsburgh, and returned home seemingly recovered from her illness. Later she suffered from a similar illness and was admitted to the Cottage State hospital, October 23, for a second operation, which proved fatal. The funeral took place Thursday morning at 9 o'clock. At 9:30 o'clock solemn requiem high mass will be celebrated at St. Rita's Italian Catholic church in First street, West Side, by Father Henry Devine, the pastor. Interment in St. Joseph's cemetery.

Mrs. Rulli was the first woman in Pennsylvania to be granted a mid-wife license. She followed the practice for a number of years. Deceased was born in Italy in 1845, coming to this country in 1881, settling at Vanderbit. About 13 years ago the family moved from Vanderbit to the West Side, residing there since. Her husband, Nicola Rulli, died April 25, 1916. Mrs. Rulli is survived by the following children: Mrs. Maggie Della Polla and Mrs. Emily Lusso of Italy; Pauline, Mrs. Peter M. Rulli, Carmine and Antonia Rulli of Conneltsville, and Joseph Rulli of Vanderbit. Thirty-four grandchildren and 10 great grandchildren also survive.

FENTON T. EVANS. Rev. Wilbur Nelson, pastor of the First Baptist church, officiated at the funeral of Fenton T. Evans, held Monday afternoon at 2 o'clock from the family residence in South Pittsburgh street. The funeral was in charge of the Masons and was attended by many relatives and friends of the deceased. The floral tributes were numerous and handsome. F. W. Wright, Ross S. Matthews, B. H. Christner, Robert Norris, E. T. Norton and A. B. Hood served as pallbearers. Among the out of town persons attending were Mrs. William Toy of Pittsburgh, Mrs. Edward Heffernan of Canton, O.; Mrs. William Cotton, Mrs. Joseph Cotton, Mr. and Mrs. Clyde Herrington of Scottsdale; I. T. Huff of Humbert; Mrs. Corinne V. Borland, Mr. and Mrs. C. H. McFarland of McKeesport; Mrs. W. K. Hoffman of Morgantown and A. Plumer Austin of Uniontown.

MRS. MARTHA BROWNFIELD. Mrs. Martha Brownfield, 77 years old, died Sunday at her home at Fairchance following an illness of less than two weeks. Deceased was born in Fayette county and was widely known. She is survived by her husband, Alexander B. Brownfield, a veteran of the Civil War; four children, Mrs. Harry Edmunds of McKeesport; Mrs. Sara Boyer of Smithfield; Mrs. Henry M. Wilson and Mrs. Hanna M. Sheets of Fairchance; two sisters, Mrs. Rachel Krise and Miss Margaret Downard, and one brother, Joseph Downard of Stockport, Ia.

ORLANDO MILLER.

Orlando Miller died at his home in Edgewood, Pittsburgh, at an early hour Thursday morning, following an impairment of his health of several years duration. The deceased was well known to many persons in Conneltsville. He and Miss Virginia Wheatley, daughter of Mrs. Harriet Wheatley, and cousin of E. T. Norton, were married in the old Norton homestead in Church Place in 1883, by Rev. L. B. Hyatt, then pastor of the Christian church of Conneltsville. With the exception of winter residence in Southern California in late years, Mr. and Mrs. Miller have resided in Pittsburgh, where Mr. Miller served the Westinghouse companies as purchasing agent until some years ago when he permanently retired from business activities. Mr. Miller is survived by his wife and one son, Herbert. Funeral services will be held at the family residence in Edgewood at 2 o'clock Saturday afternoon. News of the death of Mr. Miller was received by Mrs. E. T. Norton Thursday morning as she was making ready to visit at his home.

JACOB P. TAYLOR.

Jacob P. Taylor, colored, died Wednesday at his home in 11th street, West Side. Funeral Friday afternoon at 2:30 o'clock from the Mount Zion Baptist church in the West Side. Rev. R. D. Epps, the pastor will officiate. Interment in Hill Grove cemetery.

J. PRENTICE TURNER.

J. Prentice Turner, 35 years old, son of J. M. Turner, right of way agent for the Western Maryland Railway with headquarters in Baltimore, died Tuesday afternoon in a Pittsburgh hospital, following a lingering illness.

MRS. MARY MCCRAY.

Mrs. Mary McCray, 74 years old, widow of George McCray, died Wednesday night at her home near Bethelwood, following a few days' illness of pneumonia.

GEORGE W. MOLTON.

After being for five years with a broken back, George W. Molton, 34 years old, died Saturday afternoon at his home at Uniontown. Mr. Molton was injured at Dunbar when a telephone pole fell on his back. The immediate cause of his death was grip. At the time of the accident he

deceased was employed as a lineman. Funeral services were held Monday afternoon from the house, with interment at New Salem. Mrs. Molton is survived by his widow, three children, Phoebe Virginia, Stella Elizabeth and Ruth Lena Molton, his mother, Emma Molton of Fairchance, and four sisters, Mrs. C. C. McNicholson of Thompson, No. 2; Mrs. George Wingrove of Scottsdale; Mrs. Charles Clingan of Akron, O.; Mrs. Henry Dines of Uniontown, and one brother, Guy Molton of Uniontown.

HENRY H. LYTLE.

Henry H. Lytle, 64 years old, died at his residence in Scottsdale on Saturday morning at 8:20. He was born in 1853 at Millroy, Pa. He moved to Altoona in 1885 and lived there until 1900, when he came to Scottsdale. He worked at the Everson car shops until his last illness set in. Deceased was the last of nine children.

A wife and four children survive: Mrs. Rella Hough, Harrie C. Lytle, and Martha Lytle at home and Mrs. Helen Weaver. Deceased was a member of the Altoona Lodge, Jr. O. U. A

319TH BOYS, IN OVERALLS, HAVE PICTURES TAKEN

Camerasmen Make Historical Photograph of National Army Men.

ARMY RULES ARE STRICT

One Recruit Sent to Guardhouse For Going to Regiment Canteen During Forbidden Hours; Lightly on 619th Regimental Football Team; Notes.

CAMP LEB, Va., Nov. 14.—Camerasmen had a busy day in camp today. All officers and enlisted men of the 319th regiment were grouped in one body and photographed by camp photographers. About 3,500 officers and men were arranged in two sections, the regimental colors and band in the center. Every soldier in the regiment was dressed in blue overalls, the regulation drill uniform. The colonel said that it would be an historic picture. The non-commissioned officers are receiving instructions in throwing hand grenades. There are several French officers here as instructors who have seen at least two years' service in the trenches. We practice sticking dummies with our bayonets, crawling over and under wire entanglements, and then jump into six foot trenches, all the time imagining there are a bunch of Germans in there. We are also learning the great need of gas masks and the speed which must be acquired in pulling them on. No time is allowed to enter the trenches unless he can accomplish that feat in six seconds.

The men have just begun to realize what army rules really are. One recruit from our company was placed in the guard house for going to the regiment canteen during forbidden hours. This certainly is very hard for those who have always enjoyed an independent life.

We have more confidence in our regimental football team now since "Dutch" Leggett has joined the ranks. The coach thinks a lot of him.

Edison Rush says there is only one place he would rather be than in the army, and that is anywhere else.

Robert Dunn remarked that there would be no more desertion on record if he did not receive that furlough Christmas.

Erving Harmon can't understand why they couldn't time the hand grenades to move them five seconds, as it doesn't give him time enough.

Horowitz was the first in the company to learn the Morse wig-wag code of signalling.

A number of non-coms are aspiring to be commissioned officers, among them being Patsy Cunningham and Brown. You should hear them call their comrades.

Why shouldn't Kaiser Bill shake in his shoes when he hears of these boys of the crooks town embarking for his part of the disputed territory, "No Man's Land?"

RECEIVE COMFORT SETS

People at Headquarters Write to Thank Local Navy League Workers.

Mrs. J. Melvin Grey, chairman of the Charleston Committee branch of the Navy League, is in receipt of two letters, one from Elizabeth Van Rensselaer Frazier, chairman of the committee of the Navy League, and the other from the committee of the Navy League, for a recent shipment of 125 sets of knitted garments received by the Navy League headquarters for the cruiser Charleston.

Mrs. Frazier writes that the committee appreciates the work which is being done by the "Connellsville women" in connection with the Navy League, and further states that it will be a great pleasure to her to give out any information she can to the local chairman, Mrs. Grey. The committee writes that if the faithful workers of Connellsville were to have the opportunity of reading letters the committee receives from men who have been sent comfort articles, they would feel well repaid for their work. "The men are grateful not only for the material comforts, which meet undimmed need, but for the personal interest you patriotic women throughout the country have shown in them through your labor of love," the letter states.

SONGS FOR VICTOR

Frank Amelina, former local boy, singing in Musical World.

Frank K. Amelina, remembered here as a former employee of the E. Dunn store, and as a singer in the first all-boys orchestra which went into operation, has become a Victor record singer. Amelina, who now lives in Youngstown, O., has been notified that a last record, which he sang at their laboratories in Camden, N. J., has been approved by the record company. Amelina is a baritone, and his record is quite proud to claim him as her son. As a matter of fact, however, he was born and raised in Connellsville, and has lived in the Ohio city only about six years.

Amelina is a nephew of Mrs. F. A. Collins of East Gibson Avenue. He is also well remembered in Greensburg. In addition to his musical ability, he has mechanical knowledge, having recently completed and sold a very successful automobile invention.

Must Pay For Parking. Sheriff Thomas L. Howard is on the job serving writs here on municipal claims for street paving. Liens were filed by Assheton City Solicitor P. E. Youngkin some time ago in an effort to collect on the Baldwin and Ashman avenue paving. The present action of serving writs shows that the city means to force collection on the work from property owners.

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SOMERSET MAN IS DROWNED IN LESS THAN FOOT OF WATER.

SOMERSET, Pa., Nov. 17.—Stricken with paralysis or apoplexy while walking on a log over a small stream near Boswell, William Smaller, aged 52, an American miner, fell into the creek and was drowned. The creek had less than a foot of water in it. Smaller left home for work at the United Coal Company's mines in Boswell. Two hours later, school children found his body.

STAUFFER, AMULANCE MAN, IN CAMP JUST 3 MILES BEHIND FRONT

Former Connellsville Man at Western Front, Writes of French Experiences.

A letter from J. H. Stauffer, with an ambulance service in France, and stationed at a camp just three miles behind the front line trenches, has been received by R. L. Leiberger, a friend here. The camp is often bombed, and the men who go on outpost duty, which takes them to the second line trenches, are always in danger. The letter follows:

"Possibly you imagine that I have forgotten you, Connellsville, and may have even the short time I spent there, but let me assure you that such is not the case. I have been so busy assimilating new ideas and getting myself accustomed to a brand new environment that I haven't had much time to think of the past. As you doubtless know, the American Field Service has been taken over by the army and is now a branch of the same. The personnel has been preserved as far as possible and no radical changes will be made. We will still serve with the French army and our former shells, or heads of sections, now are rated as first lieutenants. Each section will eventually comprise 45 men and 20 cars, two men to a car and the senior driver working as sergeant. As yet there aren't enough ambulances in France to carry this plan out. I imagine it will be six months yet before this change can be brought about.

"The grub varies. It is issued to us by the French army and consists largely of horse-meat, potatoes and beans, but we fellows club together and buy extras which help out a lot. We are allowed two cups of coffee a day, no cream or sugar, and three cups of plaud, a French army red wine which is nice. Red ink, we call it. When we mess with the French officers of course the grub is considerably better, though nothing to boast of. We never see butter.

"Mail is most irregular and you can generally count on getting some every two weeks, although the post comes to camp every day. It takes letters a month to come from the states and packages anywhere from six to 12 weeks. Very often they don't arrive at all.

"Our camp is three miles from the front, supposedly the closest of any ambulance camp in the field. We all are sorry to see the full moon, for while it makes the night driving much easier it also brings over the Boche and his 'boogies'—many bombs. Our camp is bombed every night there is a moon, but thanks to the inaccuracy of the Boche, no one has been hurt since July. On the 26th of that month 11 men were killed at our camp and several wounded. Some of our outposts are at the second line trenches, within easy rifle fire of the Boche, and whenever we go out there we always hope for a good natured Boche machine gun man, for if he ever so desired he could blow us right off the road with his mortar.

"The country is very beautiful. While most of the towns are in ruins, there still remain some very beautiful chateaux, of which I am getting some dandy pictures. We have had just three clear days since the first of October and this sector is a literal sea of mud and inasmuch as we are still living at camp in canvas tents, we have no fires, and it is rather difficult to get dried out enough to scrape the mud off. We hope to be in winter quarters by November first, and then things will be vastly better. I can't say enough in condemnation of the French tobacco. When I come back I'll bring you some to try."

L. K. MILLER RESIGNS.

High School Mathematics Teacher Takes Government Job.

L. K. Miller, for six years principal of the Third ward schools has resigned as a teacher of mathematics in the high school, which position he was filling this year, to take a new position in the office of the Internal Revenue Department, to which he has just been appointed.

Mr. Miller taught his last classes Friday and took up his new work in Pittsburgh Monday. He does not know as yet where he will be permanently located, and may live here for some time yet.

3 MILLION FOR LICENSES

Pennsylvania Auto Owners Will Pay License Amount in Fees.

BOSTON, Nov. 17.—Owners of motor vehicles in the United States will pay \$3,000,000 in license fees during the coming year, according to figures announced last night by the Special Committee of the Legislature on finance and budget procedure.

Of this amount it is estimated Pennsylvania will receive \$3,000,000. California, Iowa, Massachusetts, New Jersey, New York, Texas and Wisconsin will each take in \$2,000,000 or more.

Have You Cool Land for Sale? If so, advertise it in The Weekly Courier.

30-DISTRICT 5 MEN'S EXEMPTION CLAIMS GRANTED

Sixteen Draftees Refused and Certified to District Board For Service.

BACK WORK COMPLETED

Local Board Now Ready to Take Up Questionnaire Features; Most Exemptions Granted Are For Those Having Dependents; a Few Allens.

Out of 48 claims made for exemption out of the 100 men examined by the local exemption board for District No. 5 on October 20, 30 were granted. The remaining 16 men were certified to the district board at Greensburg as being subject to military service.

A few of the men exempted were allens, but most were on the grounds of dependents. The board is now through with all back work and is ready to take up the work on the questionnaires.

The names of the draftees refused and granted exemptions follow:

REFUSED.

Eugene Van Bronckhorst, Samuel Randall Geary, Robert James Dolan, Ray Edson Edwards, Ernest R. Duggan, James Henry Baskie, John Morrison, Philip Thomas Fike, R. J. Shumaker, Frank C. Rolland, Henry Byrnes, Andrew Connolly, Nick W. Karshakman, Sylvester J. Wadsworth, Robert G. Smithberger, Thomas Joseph Baskie, R. J. Shumaker, Charles H. Christner, Henry J. Hoffer, George Khraballa, Stanley Slay, Samuel G. Craner, Giuseppe Pareo, Nick W. Karshakman, Wajolok Chien, Francis E. Mullen, Soliman Perle, Carmelo Biancatti, Eppolito Dilettante, Nicolas A. Katsenoon, Robert Burns, Henry Felt, Charles Maguany, Charlie Mathews, Patrick Lutz, Frederick Fink, Blazy Mallory, Thomas O. Spruiell, John N. Sangston, Charles H. Miller, Snyder M. Kelley, Joseph G. Granchi, Carmelo Biancatti, Chasuncey Cromwell, Clifford Coleman, Louis Putnoky.

NAVY RECRUITS NEEDED

Men Wanted Now For New Fleet Being Built by Government.

The United States government is now calling on men between the ages of 21 and 35 to serve as firemen and on young men between 18 and 20 to serve as apprentice seamen on the deck force. Every chance for advancement will be given the men and the lowest wage paid is \$36.40. No experience is necessary.

Gunner R. C. Carson, of the United States Navy recruiting service is in this section advertising the need of the navy for more men. These men are required to fill up the crews of the new navy. He is not analyzing recruits, but detailed information on the service can be secured by writing to the Navy Recruiting office in Pittsburgh, or by calling on Postmaster W. D. McGinnis.

Gunner Carson was in Scotland Thursday, where he got in touch with the city officials. Persons in that town desiring information on the navy can receive details from the Scotland postmaster.

FAYETTE DOCTOR GASSED

New Salem Physician at Front First County Man in Casualty List.

Dr. C. H. Davidson, a well known physician of New Salem, is the first Fayette county officer serving at the front to be reported in the casualty list. Lieutenant Davidson, while performing surgical duties with the French forces, to which he has been assigned, was gassed by a German shell and partially blinded for a week.

According to a letter received by his brother, Attorney C. L. Davidson of Uniontown, Lieutenant Davidson has completely recovered and has resumed his duties in command of a base hospital approximately 18 miles in the rear of the French lines. Dr. Davidson omits all details as to the circumstances of the "gassing."

WALLETT FINALLY REPORTS.

Missing Negro Draftee Is in Baltimore; Will Go to Camp Lee.

Granville A. Walllett, a colored draftee, registered under the local board for District No. 5, has telegraphed to the board asking which camp he is to report to. Walllett could not be located when the draftees left here, but it was learned that he was in Baltimore and authorities there were notified.

He never appeared for an examination and was listed with the slackers. He will be sent orders to go directly to camp Lee.

Douglas Couple to Wed.

The marriage of Miss Anna Miller and William Hogan of Dunbar will be an event of this month, having been published last Sunday morning at St. Aloysius Catholic church by Rev. Father P. J. Brennan. Miss Miller is a daughter of Mr. and Mrs. Andrew Miller of Franklin Road and has been a clerk in R. J. McGee's store at Dunbar for the past several years.

Takes West Side Home. Ethel M. Schoner of Snyder street has purchased the Ayers property in South Eighth street, West Side, occupied for a number of years by Mrs. Katherine Bryte, who died recently, and family.

Trial List for December Term.

Beginning Monday, December 3, 1917.

No.	Year	Plaintiff's Attorney	Plaintiff	Defendant	Defendant's Attorney	Action
628	Sept. 1916	Newcomer	Wm. H. Mack's use.	Delila McGinnis.	Tull.	Scire Facias.
115	1916	J. Beer	Robert Johnson	W. H. Cochran & Co.	Risher, Smith & Co.	Assumpsit.
761	June 1916	Hudson-Buer.	Robert Rueschberger.	Frank Bitner.	H. G. May.	Appeal.
505	Mar. 1916	S. H. & M.	Ogigave, McClure & Co.	Curtis Stephens et al.	Leonard & Younk.	Assumpsit.
100	1916	Duggan.	Edith Duggan.	American Manganese Pig Co.	C. L. McK. & W.	Trespas.
497	Sept. 1914	J. C. Gardner	Edith Duggan.	James P. Carter.	W. H. May.	Assumpsit.
323	Dec. 1916	Playford & Phillips	Keystone Automobile Co.	Martha B. Barner.	McDonald & Cray.	Assumpsit.
451	Dec. 1914	Sterling, H. & M.	David H. Grinn.	Hicks & Ship.	H. G. May.	Trespas.
499	1916	Duggan.	Edith Duggan.	Pennak Wire Glass Co.	W. H. May.	Trespas.
546	June 1916	Patterson.	William Hunt.	R. C. Jennings et al &c.	Henderson.	Replevin.
214	Sept. 1916	McCl & Cray	Martha B. Barnes.	F. P. Conn et al.		Framed Issue.
494	Dec. 1915	Hudson-Buer.	Dr. F. C. Robinson's Mar.	J. M. Husted et al.	Crow & Shelby-S. H. & M.	Assumpsit.
195	1915	Hertzog.	Charles H. Hertzog.	M. Gusten.	Crow & Shelby.	Assumpsit.
748	Mar. 1915	Henderson.	National Auto Co.	May Bauch et al.		D. S. B.
402	Dec. 1915	Goldsmith	Alice McKay.	Pugh & Lake Trile R. R. Co.	Sturgis & Morrow	Trespas.
333	Dec. 1915	Goldsmith	Charles Goldsmith	Johnkin Brothers.	Ed F. & Bush.	Appeal.
419	1915	Carr & Carr.	The Chas. T. Tisus Co.	Morris Friedman.	Herzog.	Set Forfeiture.
176	June 1916	Joffries.	Ida M. Shaw.	William A. Shaw.	Brownfield-G.	Divorce.
444	Dec. 1916	Goldsmith.	John C. Porpeth et al.	W. Fred Brown.	Luckney-S. & L.	Assumpsit.
190	Dec. 1916	Goldsmith.	John C. Porpeth et al.	W. H. Goodman's.	W. H. Goodman's.	Assumpsit.
587	Sept. 1914	Goldsmith.	Annie Senemor.	S. S. Snader.	R. & McK-S. H. & M.	Trespas.
86	June 1914	S. H. & M.	E. L. Sherick.	C. C. Carter.	Bottom & Cotton.	Assumpsit.
442	Dec. 1914	Playford & Phillips	Penna. R. R. Co.	New Haven & Dunbar J. R. Co.	Decker & B.	Assumpsit.
514	Mar. 1916	C. Brown.	George Hilbke Exr.	George Hilbke Exr.	Korner.	Assumpsit.
2570	Dec. 1916	U. R. McK. & W.	John T. Robinson.	J. M. Seannans, Jr.	Sterling-H. & M.	Assumpsit.
2174	Dec. 1916	U. R. McK. & W.	John T. Robinson.	J. M. Husted.	Crow & Shelby.	Assumpsit.
2173	Dec. 1916	U. R. McK. & W.	John T. Robinson.	T. W. Thompson.	T. W. & C.	Assumpsit.
1448	Dec. 1916	U. R. McK. & W.	Mary F. Hackney.	J. M. Husted et al.	Crow & Shelby-S. H. & M.	Assumpsit.
2325	Dec. 1915	Dunbald-B.	Caroline H. Hackney.	J. V. Thompson.	Sturgis & Morrow	Assumpsit.
1112	Dec. 1915	Leonard & Younk.	Charles M. Leckus Co. &c.	J. V. Thompson.	Sturgis & Morrow.	Assumpsit.
191	1915	Duggan.	Edith Duggan.	R. Rupp.	R. Rupp.	Assumpsit.
52	Sept. 1915	Dunbald-B. & G.	Victor Fecolotomane.	Augustino Guernieri.	Sturgis & Morrow.	Assumpsit.
358	Mar. 1915	Patterson.	Michael Paul Zellmore.	David Burill.		Assumpsit.
1915	1915	MacGinnis & Co.	James H. Hoover.	James H. Hoover.	Hudson.	Assumpsit.
321	Dec. 1915	Playford & Phillips	Edith Duggan.	Edith & Butler.	C. L. McK. & W.	Assumpsit.

INVESTMENT IN WAR SECURITIES WILL BE SIMPLE

Plans Announced For Sales Campaign Beginning December 3.

YIELD FOUR PER CENT

Certificates Will Mature in Five Years; Tax Exemption Provided For; Thrift Stamps Will Be Sold Like the Ordinary Postage Stamps.

WASHINGTON, Nov. 14.—Investment in War-Savings Certificates will be as simple as the purchase of postage stamps under a plan announced yesterday by Secretary McAdoo for the nationwide certificate sales campaign which he will inaugurate on Monday, December 3, with the assistance of the War-Savings Committee which he has created, consisting of Frank A. Vanderlip of New York, chairman; Mrs. George Bass of Chicago; Frederick Delano of Chicago; Henry Ford of Detroit; Eugene Meyer, Jr. of New York; and Charles L. Baine of Boston.

Any person may invest amounts as small as 25 cents at any time at post-offices, banks or trust companies, at most railroad stations, stores and factories and at many other public places where accredited persons will act as authorized selling agents. After the sales begin the certificates may be purchased at any time. At the average 1918 selling price such investments in certificates will yield four per cent interest compounded quarterly. The certificates will be dated January 1, 1918, and will mature January 1, 1923, or five years after date. The entire wealth and security of the United States is behind them.

The tax exemption provisions of these certificates, particularly from the standpoint of the purchaser of smaller amounts, make the investment attractive. No person may purchase at one time more than \$100.00 worth or hold at one time more than \$1,000.00 worth of these certificates. These obligations of the United States will be evidenced by stamps of two denominations—a War Savings Stamp costing from \$4.12 to \$4.23 according to the month in which purchased and having a maturity value of \$5.00, and a Thrift Stamp costing 25 cents.

During December, 1917, and January, 1918, War-Savings Stamps will be sold for \$4.12 each. At the beginning of each of the succeeding months of 1918, starting February 1, the cost of a stamp will increase one cent per month. All War Savings stamps issued during 1918 will mature on January 1, 1923, when they will be redeemed at \$5.00 each.

The difference between the purchase price paid at any time during 1918 and 1919, represents the interest the government will pay the holder.

With the first War-Savings Stamp bought the purchaser will obtain with it, outside a War-Savings Certificate containing spaces for 20 such stamps. If the 20 spaces are filled during December, 1917, or January, 1918, the cost to the purchaser will have been \$4.12 for each stamp or \$82.40 for the filled certificate and on January 1, 1923, the government will redeem the certificate at \$100.00, giving the holder a net profit of \$17.60 for the use of his money.

Thrift Stamps costing 25 cents each are from time to time as purchased to be added to Thrift Cards, which will be applied without cost. Thrift Stamp will not interest but a Thrift Card when filled at a cost of \$4.00 may be exchanged for a War-Savings Stamp bearing interest at four per cent compounded quarterly merely by turning the card in to the postoffice, bank or other sales agency and paying the difference between \$4.00 and the current price of a War Savings Stamp. The Thrift Stamp feature of the plan will afford an unparalleled opportunity for the small investor to save in order to place his or her money at interest with absolute safety.

The privilege of surrendering a certificate to the government and receiving the cost thereof plus interest at the rate of about three per cent has been provided for the convenience of those who may have bought certificates and later on find themselves in need of their money. It is hoped, however, that this privilege will be exercised only in cases of necessity. Upon 10 days' written notice after January 1 next postoffice will pay off certificates at their cost to purchasers plus an increase of one cent a month plus a value appearing on the certificate. Under this plan it will be absolutely impossible for a certificate or the stamps thereon to depreciate in value, nor can there ever be any question that it is worth the price shown thereon.

That is the story of the system under which the sale and redemption of War-Savings Certificates will operate. There can be no technicalities to confuse, no change of depreciation in value, nor any operations which any child who can read and count cannot comprehend.

Money derived from war savings investments will be used to meet the expenses of the war. The greater part of these funds will be expended within the borders of the United States.

Rejected From Signal Corps.

Daniel Sturgeon of Uniontown, is awaiting formal discharge from the signal corps at a New York training station, according to word received by his father, Dr. J. D. Sturgeon. Young Sturgeon was rejected by the army surgeon because of bad eyesight.

Advertise in The Weekly Courier.

LOCAL EXEMPTION BOARDS CLASSIFYING DRAFT REGISTRANTS

Compiling Lists Dividing Men by Nationality and Availability for Call.

On request of the government that local exemption boards compile data arranging the registrants in such order that the number available for a call, and the nationality of the men, can be told at a glance, the two local boards here are completing their lists. The board for District No. 5 will probably finish the work by tomorrow.

The No. 5 board has divided the men into three divisions. List No. 1, numbering 1,318 men includes those registered but not called. List No. 2, comprised the 569 names, included draftees who have been called and List No. 3 contains the names of 152 men that have been called and accepted.

In List No. 1 the compilation shows 764 single men and 514 married men. There are, naturalized, 24; declarants, 44; aliens, 333; and citizens, 919.

In the same list the nationality subdivisions show for England, Australia, Ireland, Bulgaria, Bohemia and Belgium, each one; Great Britain and Poland, 2; Rumania, 3; Germany, 4; Russia, 11; Greece, 2; Austria, 13; Italy, 136; Africans, 52; Americans, 925.

In the second list, those that are called, 238 are married and 281 are single. There are, naturalized, 12; declarants, 20; aliens, 146; and citizens, 543. The nationality subdivisions are: Canada, Poland and Germany, 1; Russia, 2; Rumania, 3; Greeks, 13; Italians, 55; Austrians, 70; Africans, 12; and Americans, 531.

In List No. 3, including the men that have been called and accepted for service, there are 25 married and 127 single. There are 20 naturalized citizens in this class. There are, however, 42 aliens, one declarant and 109 citizens.

In the nationality sub-divisions, Germany has one; Greece, 3; Austria, 8; Italy, 21; Africans, 11; and Americans, 58.

The board has not yet received the questionnaires to be filled out by the registrants. They will finish up the classification asked for by the government in order to send it in by tomorrow.

110TH WORKING HARD

Boys Anxious to Get Out of Georgia and to Go "Over There."

In a letter to his uncle, Charles B. McCormick, George McCormick, with the 110th Infantry Sanitary Detachment at Camp Hancock, says:

"Everything at camp is now running smoothly—like a machine. We are working very hard now, eight hours a day and three evenings a week from 7 till 10 P. M. But we are all trying to get in shape as soon as possible, because the quicker we are ready, the sooner we will be on our way. We hope to be 'over there' by the first of the year."

"We have had several lectures by French and Australian officers who have just come from the front, and some of the things they have told us sound like a fellow's blood."

"We all beat it for town last Tuesday, after we voted. That night I believe the whole camp was in town. I have been trying to get a furiously for Thanksgiving but chances, arm's length, as quite a few want to go home, and they are beginning to tighten up on granting leave."

SUGAR SHORTAGE

Mount Pleasant People Rush Store Which Gets in a Few Barrels.

MOUNT PLEASANT, Nov. 15.—The sugar famine here was abated yesterday morning, when Leper's store in the East End received three barrels of sugar. The news that Leper had sugar spread and people rushed to the store. While only a few pounds were sold to each customer, just two hours from the time the sugar went on sale the supply was exhausted. At the Union Supply company store at Standard, where persons had ordered 25 pounds every two weeks, they were unable to get more than five pounds with an order.

There was more plentiful yesterday, Leper putting one barrel of flour on the market at \$4.35 a sack. There has been a shortage in flour here for several days and the O. P. Shupe mill here has been running just as hard as it can but has been unable to meet the demand.

PROT. BLACK RESIGNS.

Principal of Fourth Ward and South Side Schools Leaves.

F. W. Black, for five years principal of the Fourth ward school, and this year of the Fourth ward and South Side combined, has resigned his position to go to work for the South Penn Oil company at Mannington, W. Va. Mr. Black resigned last Friday but handled the school work until Wednesday when he left for Mannington. His successor has not yet been appointed, although an application is being considered. Superintendent S. P. Ashe is handling the work of the two schools until the new principal is elected.

COOPER-MURPHY.

Miss Maude M. Cooper of Vanderlip and Watson C. Murphy of Smock were married Monday in Pittsburgh. Rev. Wilford H. McLean, pastor of the First Christian church of Niles, O., officiated, the ring service being used. The bride is a daughter of David F. Cooper of Vanderlip and is widely and favorably known. She was educated at Bethany College. The bridegroom is a son of James Murphy of Smock, and has gained success as a farmer and business man. Following an extended trip to eastern cities, including Washington, D. C., and New York, Mr. and Mrs. Murphy will reside at Smock.

Get Marriage Licenses.

James Earl Kerns and Grace Mahale Kimmel of Springfield township, Harry Robinson and Nannie Elsie Rhodes of Uniontown, were granted marriage licenses in Uniontown yesterday.

MAN HANGS SELF IN STABLE BEHIND WEST SIDE HOME

George S. Miller, Farmer All His Life, Commits Suicide.

MOTIVE IS UNDETERMINED

Had Often Threatened to Take Life; Ties Rope to Board of Manger and Hops, Breaking Neck; Was Well Known in Sallitok and Bulskin.

George S. Miller, 68 years old, a farmer virtually all his life, committed suicide by hanging Wednesday afternoon in a stable in the rear of his home in Crawford avenue, West Side. Mr. Miller was in good health and seemingly was in good spirits Wednesday. He hauled a part of a moving and about 3 o'clock yesterday afternoon he went down to the stable. He told his small daughter Vera Loretta, that he was going to kill himself, but as he had frequently threatened to take his life, Mrs. Miller paid no attention to the threat. Thinking he had taken the team out to the farm in Dunbar township, she went down to the stable to do the evening work and found the body of her husband.

The supposition is that he had tied the rope to a board of the manger and then jumped, causing his neck to break. Coroner S. H. Baum of Uniontown was notified, and Funeral Director Charles C. Mitchell took charge of the body. Notice of funeral later.

Mr. Miller was born in Jefferson county, a son of the late Isaac and Mary Shaffer Miller. He was well known throughout Sallitok, Dunbar and Bulskin townships, having resided on farms in all three of the townships. Among the various places at which he resided was Indian Head, Bulskin township, Everston and on the Beatty farm near Leisenring No. 1. Mr. Miller and family resided on the latter farm for about three years, removing from there nearly a month ago to the Moore property in Crawford avenue, West Side. Deceased was twice married. His first wife was Elizabeth Stouffer. To this union six children survive as follows: Daniel S. Miller of Bainsinger; Peter Miller of Wyoming; Chancy Miller of Champlin; Denver Miller of Uniontown; Mrs. Mary Solomon and Mrs. Mary Urey of Acme.

Nine years ago this coming December he was married to Mrs. Stella Nicholson, who with two children, Vera Loretta and Janet Irene, survive. Two half brothers, Henry Stouffer of Gary, Ind., James Stouffer of Grand, Pa., and one half sister, Mrs. Elizabeth Ankney of Woodlake, also survive. Mr. Miller was a member of the Vanderbilt Grange and of the Evangelical church.

THROWN FROM CAR

A. B. Stauffer Hurt When Trrolley Slams as He is Getting ON.

A. B. Stauffer of the West Side, junior at the Third Ward school building, had a narrow escape from serious injury Wednesday when he was thrown from the 539 o'clock street car near the corner of Crawford avenue and Third street, West Side. Mr. Stauffer had told the conductor he wanted to get off at Third street and there was also another passenger getting off at the same spot. This passenger got off the front end of the car and Mr. Stauffer was alighting at the back end. The car started, throwing him with considerable force. He rolled as far as the watchmaker's shop at the end of the Carson property.

The injured man was picked up in an unconscious condition, by several men and taken to Dr. S. C. Truby's office, where his injuries were dressed. He was then taken to his home in North Third street and was in a semi-conscious condition the greater part of the night. Mr. Stauffer is 70 years old.

SCHOOLS GIVE \$123.77

Library War Fund Total Here Is Brought to \$634.77.

Connellsville has maintained its excellent record in the matter of giving to the various war auxiliaries by exceeding the amount asked to be raised here as our share in the work of supporting the Soldiers' Library. To the \$511.00 which had been previously contributed by citizens generally, the collection of \$123.77 by the school children increases the total to \$634.77. This is \$34.77 more than had been apportioned to Connellsville as its quota of the \$1,000,000 needed for the purpose of keeping our soldiers supplied with suitable reading matter.

Miss Margaret Whitman, director of the local campaign, is very much pleased with the part the people of Connellsville have taken in this very deserving enterprise.

CITY OFFERS BONDS.

Street Lien Improvement Bonds Are On Sale at \$100.

The City of Connellsville is offering for sale, at par and accrued interest, \$20,000 street lien improvement bonds in denominations of \$100, bearing interest at six per cent, payable semi-annually, on April 1 and October 1. They are due October 1, 1921 or sooner at the option of the city treasurer.

Bonds are secured by a first lien on all properties abutting on Race street, between Green street and Davidson avenue.

Get Marriage Licenses.

James Earl Kerns and Grace Mahale Kimmel of Springfield township, Harry Robinson and Nannie Elsie Rhodes of Uniontown, were granted marriage licenses in Uniontown yesterday.

WAR REGISTRATION OF CONNELLSVILLE WOMEN IN FEBRUARY

Idea is to Determine How Many Women Can Fill Positions Left Vacant By Men at War.

Mrs. W. P. Clark, Mrs. W. K. Allen, Mrs. F. E. Markell and Miss Maude Blackstone have volunteered to make arrangements for the registration of women in Connellsville. These women will secure 10 or as many other women as necessary to help carry on the work. A polling place in each ward for women to register will be women in Connellsville. These women will preside. The women will register at the polling place most convenient to them. Mrs. Kate Rittenour of Uniontown, general chairman of women of Fayette county, yesterday afternoon at the Federal building presented the plan of registration to a large number of Connellsville's Red Cross women and later met with a few women at the Carnegie Free library for a similar purpose.

Within a few months 70,000 men will be drawn from gainful occupations for military service and it is necessary to take stock of the woman power of the United States to determine how many women are available to fill the positions left vacant by the men and also how many desire training should it be possible to provide it. Registration further will disclose the number of women able to render volunteer service and those who desire to work for compensation. The registration is not compulsory and must not be confused with the numerous other registrations already taken by private organizations having no official status.

The women have 154 occupations to choose from. Registration of women in Connellsville will not take place until some time in February. Mrs. Elizabeth Carroll has asked for a called meeting of the South Connellsville women, at which she will present the registration plan.

The registration card must be filled out as follows: Name in full, city or town, number and street, age, married or single, color or race, county of birth, naturalization, persons dependent upon you, if any, service offered, specify whether volunteer, expenses only, or paid, time pledges for service, tuition, if training is wanted, paid or free, present occupation, by whom employed, where employed, length of time attended, grammar, high or private, same of college, specialized, training, emergency service, specify whether volunteer, expenses only, or paid, will you go anywhere? home town only? in United States, how soon can you start?

Mr. Rittenour expects to make a tour of the county in the interest of registration so that every woman may have an opportunity to express her willingness as well as her readiness to answer the country's call for service.

DRIVER EXONERATED

Coroner's Jury Places No Blame On Goldsmith for Kosta Child's Death.

Benjamin Goldsmith was exonerated from the blame of the death of William Kosta, three years old, at an inquest conducted Wednesday at Federal Director J. L. Stader's office by Coroner S. H. Baum of Uniontown. The Kosta child, who was a son of Mr. and Mrs. David Kosta of Trotter, was fatally injured last Sunday afternoon at Trotter, when struck by an automobile driven by Mr. Goldsmith.

Testimony given by several witnesses was to the effect that the accident was unavoidable on the part of Mr. Goldsmith. It was testified that the child broke away from his father, who was about to board a street car, and ran across the road in front of the car. Mr. Goldsmith stated that he saw the child and in endeavoring to avoid striking him, he turned the front of the car around. The side of the car struck the boy, but before the rear wheels passed over him, Mr. Goldsmith had brought the car to a sudden stop. He was driving very slowly.

FIRE AT OHIOPILE

Harry Dean's Home Slightly Damaged by Blaze in Window Casing.

A fire, thought to have been caused by a rat chewing at a match, which it is supposed to have carried to its nest in a window casing, was extinguished with slight damage at Ohiopile about 2 o'clock Wednesday morning. The blaze was in the home of Harry Dean.

Mrs. Dean was awakened by the smoke filling room and aroused the other members of the family. Neighbors assisted in fighting the flames, but little damage was done to the house. The fire started in a window casing, some distance from either a stove or chimney, and for that reason it is thought a rat caused it by chewing on a match.

TO ROUND UP SLACKERS

Nearly 50,000 Pennsylvania Men Have Not Complied With Draft Law.

HARRISBURG, Nov. 16.—Steps to round up between 40,000 and 50,000 men who have not complied with draft regulations, some of whom are classified by people at state draft headquarters as out and out slackers are about to be taken by officials in charge in Pennsylvania.

Virtually every local board has reported men who dodged service or who could not be reached.

Red Cross Needs Sweaters.

An urgent appeal to the women of the country for more knitted sweaters, socks and wristlets for the soldiers and sailors, was issued last night by the Red Cross War Council in a statement disclosing that the Red Cross has been obliged to buy half a million machine-made sweaters to meet the immediate demands.

REGISTER AND CLERKS NOTICE

The following executors, administrators, guardians and trustees have settled their respective accounts in the office of the Register and Clerk of Orphans' Court and the same will be presented for confirmation to the Orphans' Court of Fayette county at the Court House, Uniontown, Pa.

MONDAY, DECEMBER 3, 1917.

No.	Estate of	Accountant.	Filed.
1	George E. Nickel	W. A. Mitchener, administrator	Aug. 21, 1917
2	Eliza Jones Rich	Joseph High, executor	Oct. 21, 1917
3	Elizabeth Gribble	William W. Connolly, guardian	Sept. 24, 1917
4	Robert Mitchell Patterson	Cooper Patterson, executor	Oct. 11, 1917
5	David P. Shaw	Cooper Patterson, administrator	Oct. 11, 1917
6	Jennie C. Miller	Charles B. Miller, executor	Oct. 12, 1917
7	Sarah A. Miller	Charles B. Miller, executor	Oct. 13, 1917
8	Asa F. Williams	Ada Williams, administratrix	Oct. 18, 1917
9	Lydia Shallenberger	Stella Shallenberger, executrix	Oct. 18, 1917
10	Anna E. Gray	W. R. Gray and D. W. Henderson, executors	Aug. 25, 1917
11	Harriet C. Krepps	William H. Cunningham, executor	Oct. 22, 1917
12	Michael Majeschak	Joseph C. Majeschak, administrator	Oct. 28, 1917
13	Henry Miner	Henry Miner, executor	Oct. 9, 1917
14	Hannah Collier	Francis Nixon, administrator	Oct. 20, 1917
15	Mary E. B. Martin	F. D. Munson, administrator	Oct. 23, 1917
16	Antonio Santoro	P. Bufano and Addolorata Santoro, administrators	Oct. 24, 1917
17	John W. Ruesch	John W. Ruesch, executor	Oct. 27, 1917
18	Elizabeth Tiesue	Titto & Trust Co. of Western Pa., administrators	Nov. 1, 1917
19	Bliss W. Pickett	John Dugan, Jr., executor	Oct. 26, 1917
20	Christopher Joffery	John W. Jefferys and Kathryn Graft, executors	Oct. 27, 1917
21	Anna S. Mott	John W. Jefferys and Kathryn Graft, executors	Oct. 27, 1917
22	John S. Zundel	J. L. Krepps and W. A. Norcross, administrators	Oct. 26, 1917
23	Tessie Shaw	Cyrus Shaw and David C. Shaw, executors	Oct. 29, 1917
24	Sarah Jane Irwin	James R. Irwin, executor	Nov. 1, 1917
25	Charles R. Brooks	Charles R. Brooks, administrator	Oct. 27, 1917
26	J. P. Scott	Edna D. Scott, administratrix	Oct. 26, 1917
27	Monroe Taylor Nixon	Joseph B. Harkney, executor	Oct. 23, 1917
28	Clarence Davis	Joseph Davis, administrator	Oct. 23, 1917
29	A. Ross Cappel	Edward R. Cappel, administrator	Oct. 29, 1917
30	Mary W. Morrell	John H. Morrell, administrator	Oct. 29, 1917
31	Andrew Hertzog	George G. Hertzog and J. D. West, executors	Oct. 21, 1917
32	H. B. Bute	W. P. Bute and J. Bute, administrators	Nov. 1, 1917
33	William J. Stewart	William J. Stewart, Jr., and Mary C. Stewart, executors	Oct. 23, 1917
34	Ann Moore	Samuel H. Moore, executor	Nov. 1, 1917
35	H. C. Tucker	Ida C. Tucker, administratrix	Oct. 21, 1917
36	Joseph S. Evans	Joseph S. Evans, administrator	Oct. 21, 1917
37	Sarah A. Schreyer	James H. Goodwin, executor	Oct. 27, 1917
38	Robert H. Mullen	Orville McCune, trustee	Nov. 1, 1917
39	Solomon Koster	Albert Koster and E. Francis Koster, executors	Oct. 21, 1917
40	Lucian Frazier	Bert T. Frazier, administrator	Oct. 26, 1917
41	Adair Jacobs	M. R. Jacobs W. A. Edmiston and Commonwealth Trust Co. of Pittsburgh, trustees	Nov. 1, 1917
42	Ira J. Cox	Robert J. Cox, administrator	Nov. 1, 1917
43	William Johnson	J. G. Carroll, administrator	Nov. 1, 1917
44	William Arison	George Arison, Lee Hunsaker, John Corpan and Elsie Crable, ads. Nov.	2, 1917
45	Sarah B. Miller, minor	Fayette Title & Trust Co. guardian	Nov. 1, 1917
46	Mary A. Miller, minor	Fayette Title & Trust Co. guardian	Nov. 1, 1917
47	Lucian Frazier	Fayette Title & Trust Co. guardian	Nov. 1, 1917
48	Jessie Croster Hildebrand, minor	Lucy B. Gans, admn. of the estate of W. L. Gans, guard., decd.	Nov. 1, 1917

HENRY R. TITTINGTON, Register and Clerk of Orphans' Court, Uniontown, Pa., Nov. 2, 1917.

AUDIT NOTICE.

Notice is hereby given that the above accounts will be taken up for audit and distribution before James C. Work, President Judge of the Orphans' Court of Fayette county at the Court House at 10 o'clock on each of the following days, viz: Account No. 1 to 9 inclusive on Monday, December 17, 1917; Nos. 10 to 18 inclusive on Tuesday, December 18, 1917; Nos. 19 to 27 inclusive on Wednesday, December 19, 1917; Nos. 28 to 36 inclusive on Thursday, December 20, 1917; Nos. 37 to 45 inclusive on Friday, December 21, 1917, which cases will be called for auditing on the above dates and all persons interested shall attend if they see fit and present their claims against the said estate or forever be barred from coming upon said fund.

HENRY R. TITTINGTON, Clerk of Orphans' Court.

HOME CANNED FOOD PROPERLY PREPARED IS DECLARED SAFE

No Need to Fear Botulism in Products, Says Agriculture Department.

ASK COLD PACK METHOD

Chemists Say Bacilli Are Killed When Sealed Jars are Sterilized at a Minimum Temperature of 212. But Spoilage Signs Must be Watched.

WASHINGTON, Nov. 13.—The United States Department of Agriculture today issued the following statement prepared by the bacteriologists of its Bureau of Chemistry and the States Relations Service:

"There is no danger that the type of food poisoning known as 'botulism' will result from eating fruits or vegetables which have been canned by any of the methods recommended by the United States Department of Agriculture, provided such directions have been followed carefully. It is possible that in a number of instances the directions were not strictly followed and that spoilage has occurred. Of course, extreme care should be taken to ascertain before eating canned goods of any kind whether they are in good condition, and if they have spoiled they should not be consumed."

"In case any doubt as to whether the contents of a particular can have spoiled, the safest plan is to throw it away, although all danger of botulism may be avoided by boiling the contents of the can for a few minutes, since the bacillus botulinus and the toxin or poison which it produces are killed by such treatment which shows any signs of spoilage should ever be eaten. In the cold pack method of canning given out by the Department of Agriculture, only fresh vegetables are recommended for canning, and sterilization is accomplished by the following processes: cleansing, blanching, cold dipping, packing in clean, hot, air, adding boiling water, sealing immediately, and then sterilizing the sealed jars at a minimum temperature of 212 degrees Fahrenheit for one to four hours, according to the character of the material. Since the spores of B. botulinus are killed by heating for one hour at 175 degrees Fahrenheit (according to Jordan's 'Bacteriology' and other recognized textbooks) there is no reason to believe that the botulinus organism will survive such treatment."

"In the evenings the various Y. M. C. A. buildings are crowded. Stationery is provided free of charge. Nearly every evening some kind of entertainment is to be had with their moving pictures and lectures. The Y. M. C. A. does not devote all its time to providing amusement, there being church services every Sunday and plenty of religious speakers through the week."

It would be impossible for anybody to describe in detail all the work done by the Y. M. C. A. but this affords us an opportunity to say that if anybody has money to give away that could find no better place for it, we hope that Rev. Nelson's subject was appreciated as it deserved to be. Work has been steadily advancing.

ARLINGTON SOLD

William Dull Turns Hotel Over to DuBois Man.

In a deal consummated Wednesday the Arlington Hotel, one of the best known hostilities in Western Pennsylvania, changed hands, when William Dull, the proprietor, sold the furnishings and leased the building for a period of five years to Joseph Bensinger of DuBois, Pa. Mr. Bensinger is known to thousands as "Uncle Joe," and is one of the best known hotel men in Pennsylvania. Mr. Bensinger, accompanied by Mrs. Bensinger, will come to Connellsville to take charge of the Arlington, December 1. Mr. Bensinger has resided at DuBois for more than one-half century.

The Arlington hotel was built by Mr. Dull 12 years ago last September, and has been successfully conducted by him. Mr. Dull is known throughout the county and other points as an efficient hotel man, having conducted his hotel in an excellent manner. The Arlington hotel in large and commodious and is modern in every respect. It is tastefully furnished throughout. Mr. Dull after retiring from the hotel business expects to devote his time to other interests in which he is connected. In the near future Mr. and Mrs. Dull expect to visit their son, Rockwell Dull, of the mosquito boat, stationed at Norfolk, Va.

Returns From Camp

Thomas Robinson of Smithfield, has returned from a visit to Camp Lee, Petersburg, Va., where his son, Clarence Robinson is with the drafted. He also visited his son Clark Robinson at Atlanta, Ga., who has transferred from Camp Lee to that place. He reports both boys are well and doing fine.

Have You Count Land for Sale?

If so, advertise it in The Weekly Courier.

"HOME FOLKS CAN'T DO TOO MUCH TO HELP Y. M. C. A. WAR WORK"—10TH HOSPITAL BOYS

Local Men at Camp Hancock Enthusiastic About Organization's Work.

ROGERS BURNS THE SOUP

CAMP HANCOCK, Augusta, Ga., Nov. 12.—In a recent edition of The Courier, the boys in Camp Hancock were informed that one of our home ministers chose as his subject, "The Work of the Army Y. M. C. A." or something similar. The writer is urged by all the men in the Hospital Corps to say a word to impress the home people that they cannot do too much to help the cause along.

COAL OPERATORS AND RAILROAD MEN TALK THINGS OVER

Continued from Page One

same view of the matter as did M. H. Plummer, traffic agent of the Hillman interests. Chairman Truesdale explained that the question was now being considered by the presidents of the railroads and the view of the operators on the proposition was desired.

He also indicated that the emergency may sooner or later arise where it will become obligatory upon the shippers to accept a pooling plan, similar to that by which the Tidewater coal is being handled.

In directing attention to suggestion seven, Mr. Truesdale stated that the Pennsylvania railroad had at one time 123 open top-coke cars in the New England states which were shunted about over the roads in that territory for months before they were restored to the coke trade. "Our company," Mr. Truesdale said, "dislikes to impose the hardships of an embargo on any shipper, but if the practice of shipping coke to New England consignees in open-top cars is not broken up, we will have to embargo against it, and embargo light."

Failure to make out cards plainly and tack them on cars securely is one of the little things that often holds up shipments. It was pointed out, as something requiring a little more care at the shipping end.

In asking shippers to request tracers only in very urgent cases it was brought to the attention of the operators that the reduced clerical forces and vast volume of business make it almost an impossibility to comply with all such requests. Mr. Truesdale stated that as many as 200 or 300 tracer requests have been received by his company in a single day.

As the coal supply has been running it is wholly impracticable for empties to be placed on the basis of all the ovens in a plant. Operators were urged to order on the basis of ovens actually in blast, or only so many as can be loaded on the day needed.

The prompt unloading of all inbound cars was agreed to as a most desirable practice, but the regret was expressed that the rule does not always have rigid application at the point where loaded coke cars come into the inbound class.

"Reconsignments," said Chairman Truesdale in introducing suggestion 13 on the list, "is one of the worst practices the railroads have to contend with today. There are no doubt cases where change of destinations or consignees is entirely proper, but it is legitimate to reconsign from an eastern destination to a western, simply because the shipper or broker has found a customer who will pay more for coke than the first consignee. I have known of as many as 200 reconsignments of coke having been made in one day. In one instance a shipment of several cars was reconsigned five or six times and finally sold back to the party who started it on its rounds. At one time within the past year there were 5,000 cars held on sidings in the vicinity of Buffalo to a dealer in that city who did not even have a siding of his own. This is one of the abuses which tend to clog traffic and delay its movement. We have got to forget making a few dollars on a car of coke and to our best to let the other fellow get his coke through to a waiting customer. Can't we cut it out?"

During the progress of the meeting C. A. Muse, traffic agent of the H. C. Frick Coke company gave considerable information as to the practice of his company, particularly as to the decidedly satisfactory results of the pooling arrangement whereby coke from certain plants and destined for certain furnaces is assembled and sent through Conway yards without delay direct to destination. He saw some difficulty in applying the same method to pooling independent coke, because of the large number of small coke plants and the varied requirements of consumers, but he thought conference with the latter and definite information of their needs might form the basis for working out a plan.

The willingness of the railroads to cooperate with shippers in every possible way, in order to relieve conditions, was expressed by every representative of the railroads who took part in the meeting. Assistant Trainmaster Patterson said:

"We are ready to listen to, to be guided by and go along with you in any reasonable or proper effort to help out the situation. You must remember, though, how the railroads have been handicapped by laws, regulations, commissions and whatnot. All OPERATORS—R. H. THRELL

These laws we have been completely permitted to be passed, and now we are blamed with things we can't prevent." "For your information," Mr. Truesdale supplemented, the remarks of Mr. Patterson, "would say that the operation of the 'Sixteen-Hour Law' out 1,422 crews off the lines of the Pennsylvania railroad East of Pittsburgh and 809 off of the lines West and we are now required to move more traffic than ever before in railroad history." Indicating generally what the operators can do to help the railroad in the present emergency H. D. Pierce, trainmaster of the Monongahela railway, said: "The industries have become the competitors of the railroads for men. With the high rate of wages, which war-time business permits them to pay, they draw men away from the railroads faster than we can recruit them. And here let me drop you a friendly hint: Don't do as I have heard of some coke operators, come and take our men away. They may help you to make coke, but if we don't have them you can't get it to market. Don't try to buy in a month all the pit props you'll need for the next five years. Every crew put on a local run to handle such material reduces our ability to handle coke just that much. Order coke cars to suit your deliveries instead of mining them up. If you do this deliveries

can be made in solid trains and you have better chance of getting empties back on time."

Harry Whyte was more insistent than any other speaker that the railroads were not doing all that they can to take care of the situation. Stating that the railroads have as many cars and locomotives as they had a year ago, he assumed the attitude of the Missourian and asked why there was less coke being moved than a year ago.

"For the reasons which have been brought out here this afternoon," was Chairman Truesdale's rejoinder.

M. H. Plummer, traffic agent of the Hillman interests made a very earnest plea in behalf of the railroads. "They are," he said, "in a pitiful plight. They are more to be pitied than blamed. When we're getting tancy prices for coke the railroads were hauling at the same old charge. You can bid up labor and get men; the railroads cannot. My honest opinion, as one who knows something about the railroad game, is that the shipment of coal and coke should be absolutely suspended on certain days. This is the only way to get rid of congestion, because the railroads simply have more to do than is physically possible with their present plant."

"We'll have to come to a suspension plan, or by January 15 the railroads will be in such a condition that it will become operative of itself."

John P. Brennan, dean of the operators of the region, responded at the chair's request, saying that he had studied the suggestions of the railroads very carefully and had found in them nothing that he could not recommend. He saw nothing to prevent a real movement of cooperation between the operators and railroads and expressed the belief that therein lay the solution of most of the difficulties of the situation.

L. W. Fogg said that the time is at hand when the spirit of competition, which has heretofore obtained in the trade, must be forgotten and that both the operators and railroads must forget the possibilities of large earnings and join hands in every effort to help our nation. R. M. Fry voiced a similar sentiment in a few well-chosen words.

There were about 90 men present representing all of the important producers of the region, together with many team-track coal loaders. On the part of the railroads the Pennsylvania was represented by F. P. Truesdale, division freight agent; John Patterson, assistant trainmaster Pittsburgh division; S. R. Richardson, assistant trainmaster, West Brownsville. The Baltimore & Ohio by W. L. Cromlish, coal and coke agent; M. H. Broughton, superintendent; and C. M. Stone, assistant superintendent, Connelville; M. Spielman, Pittsburgh, assistant general superintendent, and J. C. McCormick, traveling coal freight agent. H. D. Pierce, trainmaster of the Monongahela railway, was the representative of that road.

RESCUE CAR HERE

Bureau of Mines Workers and Apparatus at H. C. Frick.

To co-operate with the mine rescue and first aid work in the H. C. Frick Coke company mines, Car No. 6, of the Department of the Interior, Bureau of Mines, arrived here this morning and will remain for three days. It is in charge of John H. Zorn as car foreman and an assistant, A. J. Nairn, first aid instructor. It is stationed on the siding back of the Baltimore & Ohio depot.

Tomorrow afternoon and Wednesday examinations in first aid and mine rescue work will be given in the car to the Frick employees who have been studying under Mine Inspector J. E. Struble.

The car carries oxygen-breathing apparatus, a supply of oxygen in cylinders, safety lamps, a field telephone with 2,000 feet of wire, a collapsible steel mine cage, an apparatus for reviving miners who have been gassed, and the chairs, splints and bandages for demonstrating first aid methods. It is intended to give the miners a knowledge of the working of the rescue apparatus so that any man can use the equipment.

ALMOST 20,000

Coal Operators in the Different Fields of the United States.

The number of individuals and coal companies which are operating coal mines in the United States are shown by United States Geological Survey records. The number of such operators totals 19,279, distributed as follows:

Alabama, 140; Alaska, 13; Arkansas, 111; California, 5; Colorado, 12; Georgia, 2; Idaho, 4; Illinois, 1,346; Indiana, 849; Iowa, 412; Kansas, 388; Kentucky, 4,039; Maryland, 302; Michigan, 15; Missouri, 1,433; Montana, 190; Nevada, 2; New Mexico, 32; North Carolina, 3; North Dakota, 392; Ohio, 2,584; Oklahoma, 237; Oregon, 28; Pennsylvania (bituminous), 2,362; (anthracite) 172; South Dakota, 21; Tennessee, 181; Texas, 44; Utah, 58; Virginia, 118; Washington, 55; West Virginia, 3,486; Wyoming, 103.

New Steel Cars

Two new steel passenger cars of the latest design made for the Western Maryland railroad were attached to Train No. 152 as it passed through here yesterday morning enroute to Hagerstown, Md. The cars were made by the Pullman Car company at Chicago and were in charge of an agent of that company. Thirty more of these cars are to be delivered to the Western Maryland within the next three weeks.

Operators Organize

The coal operators of the Butler-Mercer district have organized under the name of the Butler-Mercer Coal Operators' Association. Harry J. Filler of Sharon, is president; F. B. Reibman of Butler is secretary; Harry Hamilton of Grove City, treasurer; Charles S. Byrnes of Pittsburgh is a member of the executive committee.

Subscribe for The Weekly Courier \$2.00 a year in advance.

Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN PORTS.

Rate per Gross Ton of 2,240 lbs.

Originating District	Pittsburgh	Fairmont	Greensburg	Lafayette
Baltimore, Md.	2.15	2.00	1.85	1.75
Chester, Pa.	2.15	2.00	1.85	1.75
Harrisburg, Pa.	1.95	1.70	1.55	1.45
Johnstown, Pa.	.85	.75	.60	.50
Lebanon, Pa., P. R. R. and P. & R.	2.06	1.89	1.75	1.65
New York, N. Y. (Pitt)	2.40	2.25	2.10	2.00
New York, N. Y. (Bklyn)	2.50	2.35	2.20	2.10
Philadelphia	2.15	2.00	1.85	1.75
Sparrows Point	2.15	2.00	1.85	1.75
Stechon, Pa.	1.87	1.72	1.57	1.47
South Bethlehem, Pa.	2.25	2.10	1.95	1.85
Syracuse, N. Y.	2.30	2.15	2.00	1.90

TO ATLANTIC PORTS via P. R. R.

Originating District	Pittsburgh	Fairmont	Greensburg	Lafayette
Greensboro, local	1.90	1.75	1.60	1.50
Greensboro, export	1.70	1.55	1.40	1.30
South Amboy, F. O. B.	2.05	1.90	1.75	1.65
Harrison Cove	2.10	1.95	1.80	1.70
Greenville	2.10	1.95	1.80	1.70
Canton, Balto, local	1.90	1.75	1.60	1.50
Canton, Balto, export	1.63	1.48	1.33	1.23

TO ATLANTIC PORTS via B. & O.

Originating District	Pittsburgh	Fairmont	Greensburg	Lafayette
St. George Coal Piers	2.40	2.25	2.10	2.00
St. George for Export	2.05	1.90	1.75	1.65
Philadelphia Coal Piers	1.90	1.75	1.60	1.50
Philadelphia for Export	1.70	1.55	1.40	1.30
Curtis Bay Piers	1.90	1.75	1.60	1.50
Curtis Bay for Export	1.63	1.48	1.33	1.23

The rate from the Fairmont District to Johnstown is 72¢; Monongahela Railway to state line, 45¢; below state line to Fairmont, 35¢.

The Connelville rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Rutledge; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela river railroad.

The Fairmont rate on shipments via the Baltimore & Ohio applies to shipments from points east of Suterville, Pa.; from points on the Smithfield & Masontown Branch and from the Vairoton Region of West Virginia.

TO WESTERN PORTS.

Originating District	Pittsburgh	Fairmont	Greensburg	Lafayette
Rate per Net Ton of 2,000 lbs.	(1)	(2)	(3)	(4)
Canton, O.	1.10	1.00	.90	.85
Chicago, Ill.	1.05	.95	.85	.80
Cleveland, O.	1.15	1.05	.95	.90
Columbus, O.	1.15	1.05	.95	.90
Detroit, Mich.	1.40	1.30	1.20	1.15
Indiana Harbor, Ind.	2.05	1.95	1.85	1.80
Toledo, O.	1.25	1.15	1.05	1.00
Youngstown, O.	.85	.75	.65	.60
Lake Ports	.95	.85	.75	.70

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Rutledge; south to and including Brownsville and Bransell on the Pittsburgh, Virginia & Charleston railroad; eastward to Jackson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southwest to and including Brownsville on the New York Central lines.

The Connelville District includes points on the Southwest Branch of the Pennsylvania railroad south of Rutledge; on the Pittsburgh, Virginia & Charleston except Bransell and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Connelville transfer, and points on the Baltimore & Ohio, Jackson to Point Marion, Pa.



WANTED

To buy an operating coal mine, Pittsburgh Seam, Gas Coal District.

Address Box 25,
Connellsville Courier

FREIGHT TO BE CUT TO ESSENTIALS

Railroads' War Board Recommends the Elimination of More than 500 Commodities From Transportation.

Denial of rail transportation to more than 500 commodities classified as non-essential has been recommended to the Government by the Railroads' War Board. At the same time the board put out a statement declaring the country's railroads at the present rate of increase in traffic will be unable to meet demands that will be made on them this winter. The commodities included in the recommendations were not made public.

"Both the public and the management of the railroads must courageously face the fact," said the statement, written by Fairfax Harrison, chairman of the board, "that under the trying conditions which will develop this winter it probably will become impossible for the carriers to handle all the traffic which the public can offer."

"The course of developments is forcing those responsible for the railway's operation to anticipate that probably they will become unable to provide transportation for all the classes of commodities which they have been moving. The time may almost be here when it will be necessary to distinguish in railway transportation between things that are essential and those that are not."

The list of commodities classified as nonessential was made up by a committee of railroad traffic officers at the request of Robert S. Lovett, the Government director of priority of transportation. A copy was turned over also to Fuel Administrator Garfield, who is contemplating the curtailment of coal supplies to industries not necessary to the public welfare. The list contains 450 commodities whose transportation, it is declared, could be dispensed with without any great inconvenience to the public, and 75 which it is held the public could dispense with, but not without inconvenience.

The inability of the railroads to move what will be offered them is due, the statement points out, entirely to a tremendous increase in the volume of freight and passenger traffic. The announcement has been made that before a commodity is placed on the non-essential list, hearings of those interested will be held.

FUEL ECONOMY MUST BE PRACTICED

Is the Mandate of Fuel Administrator Who Declares Supply is Now Fully 30,000,000 Tons Short.

Fifty million tons short. That is the situation disclosed by a nationwide survey of the coal situation throughout the United States, according to an official announcement made by Dr. Harry A. Garfield, the Federal fuel administrator.

This does not mean that less coal is being produced during the present calendar year than was produced in 1916. On the contrary, the mines will have a total production of 60,000,000 tons more than last year, but the industrial demands are 90,000,000 tons in excess of that of last year.

Because of this situation Dr. Garfield says that economies in the use of fuel must be effected all along the line, clear down to the individual household.

Dr. Garfield said that even the nation's plants which must maintain a 100 per cent efficiency throughout the war will be asked to curtail the use of coal as much as possible. Persons who have been used to burning only anthracite will have to use soft coal where the shift can be made easily, and coke users will be asked to burn gas in many cases.

"The fuel administration is determined," said Dr. Garfield "that war munitions, public utilities and domestic consumers shall be supplied. To this end the fuel administration expects the co-operation of every coal user in the country. The fuel administration will use all of its authority to prevent the waste of fuel and the unnecessary use of coal. Domestic users will be urged to conserve their supplies."

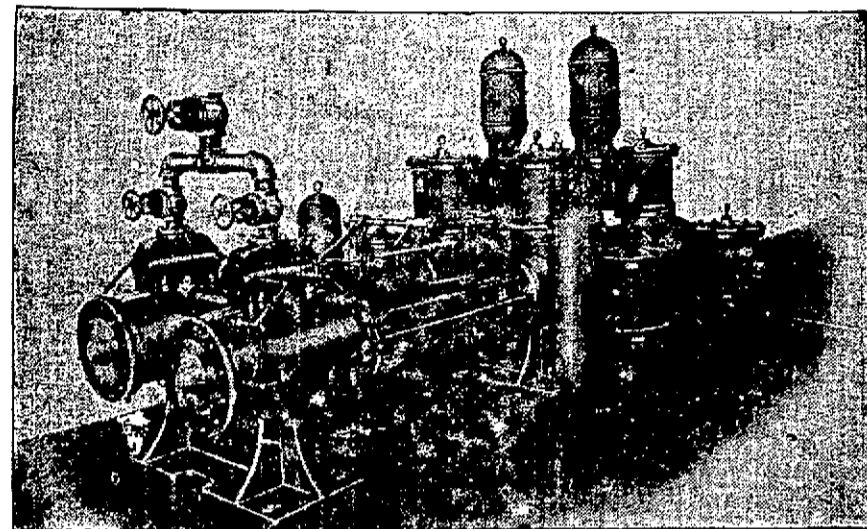
"Whenever the unnecessary use of coal in industry threatens to embarrass war industry the fuel administration will see that the war needs are filled. All activities which are unnecessary to the maintenance of the military or economic efficiency will have to give way by curtailment to the necessities of war, and this must be accomplished without undue curtailment of the domestic supply."

To Investigate R. R. Congestion. COLUMBUS, O., Nov. 20.—An immediate investigation of the railroad congestion in Ohio will be made at once, under the direction of Governor Cox, according to an announcement made today by the governor's office.

The Connelville Manufacturing & Mine Supply Company

CONNELLSVILLE, PA.

Sole Manufacturers of the Lepley Patents and Designs, Covering a full line of Modern High Grade Mine Equipment Machinery.



We have the largest and best equipped mine equipment plant in Western Pennsylvania, fitted exclusively for the production of a high grade product. We manufacture.

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SINGLE OR DUPLEX PATTERNS. SIMPLE OR COMPOUND.

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The Connelville Coke Trade

is reviewed carefully each week as to production and prices, and any other notable features by the organ of the coke trade for nearly 40 years. Subscribe now. It's a trifle—only \$2.00 a year, payable in advance.

Address, The Courier Company Connelville, Pa.

GAS PRODUCTION GAINS

Output in 1916 Twenty Per Cent Greater Than Previous Year.

Natural gas production in 1916 reached the new high mark of 753,170,253,000 cubic feet, an increase of 20 per cent over the previous record, made in 1915, is the report of the Geological Survey.

The average price for the gas was 15.96 cents per 1,000 cubic feet, a loss of 0.16 compared with 1915. Of all the natural gas produced last year, 31 per cent was distributed to 2,362,494 domestic consumers at an average price of 25.63 cents per 1,000 cubic feet, while the balance, 517,789,489,000 cubic feet, went to 15,378 industrial consumers at an average price paid of 10.21 cents. In production West Virginia led with 299,318,907,000 cubic feet.

Many Women Track Workers. WASHINGTON, Nov. 21.—One hundred fifteen women track workers now are working picks, shovels and crowbars, maintaining the road bed of the Pennsylvania railroad between New York and Pittsburgh. President Roosevelt, testifying today before the Interstate Commerce Commission gave this example of the difficulties the roads face in holding their men.

X WAR

Violate Labor Law. State Factory Inspector James S. Darr, with a special inspector of the Department of Labor and Industry, has been investigating complaints about violations of the child and female labor laws in the Brownsville district, for the past few days. Several prosecutions will be made.

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SPECIALTIES—COAL and COKE PLANTS

The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers:

Ovens	U. S. Coal & Coke Co.	Ovens
Becla Coke Company	Plants 1, 2 and 3	950
Oliver & Snyder Steel Co.	Cascade Coal & Coke Co.	600
Plants 1, 2 and 3	Tyler and Skylesville Wks.	500
Austin Coal & Coke Co.	H. C. Frick Coke Co.	1,000
Plants 1 and 2	Yorktown Shovel and Bitum.	1,000
Colonial Coke Company	Struthers Coal & Coke Co.	1,000
Smock	Fairbank Works	100

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UNIONTOWN, PA.

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SPECIALTIES: COAL AND COKE PLANTS.

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